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THE NEXT CLASS CHAMPION?

NEW JAG XF

Official Now they're going after the 5 Series

More space, more tech
- and up to 70mpg



haymarket
13>
9 771355 829172

Fast Audi TT vs rivals
New TT S fights M235i, Cayman



Suzuki Celerio road test
Surprisingly fun (now its brakes work)



First drive New 542bhp
Range Rover Sport SVR



Small engine, big thrills
Used 1.0-litre wonders from £250

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Official Fuel Economy Figures for the MINI Hatch Range: Urban 36.7-72.4 mpg (7.7-3.9 l/100km). Extra Urban Figures may vary depending on driving style and conditions. *Initial rental £2,499. Price shown is for a 48 month Personal Contract your agreement, whichever comes first), 16" Victory Spoke alloy wheels in black at £520 and Visual Boost Radio at £200 with a contract mileage of 40,000 Hatch with extras of PEPPER Pack at £1,150 and MINI tlc service cover at £349, (up to 50,000 miles, or the length of your agreement, whichever comes first), and excess mileage charge of 3.15p. Applies for new vehicles ordered at participating MINI retailers between 1 January and 31 March 2015 and registered and other charges may be payable. Hire available subject to status to UK residents aged 18 or over. Guarantees and indemnities may be required. Terms and (GB) Limited, Bartley Way, Hook, Hampshire RG27 9UF.



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Hire agreement for a MINI 3-door One Hatch with extras of PEPPER Pack at £1,150 and MINI tlc service cover at £349, (up to 50,000 miles, or the length of miles and excess mileage charge of 2.82p. *Initial rental £2,499. Price shown is for a 48 month Personal Contract Hire agreement for a MINI 5-door One Electric Blue metallic paint at £475, 16" Victory Spoke alloy wheels in silver at £520 and Visual Boost Radio at £200 with a contract mileage of 40,000 miles by 30 June 2015 (subject to availability). Retail customers only. At the end of your agreement you must return the vehicle. Excess mileage, vehicle condition conditions apply. Offer may be varied, withdrawn or extended at any time. Hire provided by MINI Financial Services, a trading name of BMW Financial Services

SIMPLY CLEVER

THE NEW ATTENTION STEALING ŠKODA FABIA.



Available with up to 3 years servicing for £99[^]

when bought with Solutions PCP on ŠKODA finance[#]

The Fabia's new sleek, contemporary look is enough to catch the attention of any passer-by. The eye catching design including LED lights is complemented by a range of intelligent features. The 530L boot space, a DAB radio, Bluetooth and Stop/start engine system means you'll be transfixed when you're in it too. But just don't take our word for it, the new Fabia has been named WhatCar? Car of the Year 2015. Visit your local ŠKODA retailer for a test drive.

**4.9% APR
representative^{*}**

^{*}At the end of the agreement there are three options: i) retain the vehicle: pay the optional final payment to own the vehicle; ii) return the vehicle; or iii) replace: part exchange the vehicle, subject to status.

Available when purchased on Solutions Personal Contract Plan for New Fabia Estate based on a 36 month, 30,000 mile agreement. Retail Sales only.

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years/10,000 miles per annum (whichever comes first) when purchased on Solutions Personal Contract Plan. Excess mileage charges of 4.4p per mile

apply. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Available to 18's and over. Subject to availability. Finance subject to status. Terms and conditions apply. Accurate at time of publication 03/2015. Freepost ŠKODA Finance.

Official fuel consumption for the Fabia range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO₂ Range 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

ŠKODA



skoda.co.uk/newfabiaestate

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Car of the Year 2015
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Advanced infotainment system

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MONTHLY PAYMENTS
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CUSTOMER SAVING



£139
MONTHLY PAYMENTS
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Panda Pop 1.2 5DR*			
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Customer Saving [†]	£1,450	Optional Final Payment (inc. £10 fee)	£2,148
Offer Price	£7,645	Total Amount Payable by Customer	£7,380
Fiat Deposit Contribution	£1,400	Duration of Contract (months)	48
Customer Deposit	£109	Rate of Interest (fixed)	6.88%
Monthly Payment	£109	Representative 6.9% APR	

Representative example

Punto Pop+ 1.2 3DR*			
On the Road Price	£10,730	Amount of Credit	£7,496
Customer Saving [†]	£2,235	Optional Final Payment (inc. backend fee)	£2,363
Offer Price	£8,495	Total Amount Payable by Customer	£9,895
Customer Deposit	£999	Duration of Contract (months)	48
Monthly Payment	£139	Rate of Interest (fixed)	7.13%
		7.2% APR	

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PUNTO
Panda



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Fuel consumption for the Fiat range in mpg (l/100km): Urban 29.7 (9.5) – 64.2 (4.4); Extra Urban 46.3 (6.1) – 97.4 (2.9); Combined 38.2 (7.4) – 80.7 (3.5). CO₂ emissions 171 – 90 g/km. Fuel consumption and CO₂ figures based on standard EU tests for comparative purposes and may not reflect real driving results.*Model shown is Fiat Panda Pop 1.2 5DR. [†]Fiat Panda Pop 1.2 5DR Customer Saving is included in offer price of £7,645 and represents a discount of £1,450 off the On the Road Price of £9,095. [▲]Model shown is Fiat Punto Pop+ 1.2 3DR. [■]Fiat Punto Pop+ 1.2 3DR Customer Saving is included in offer price of £8,495 and represents a discount of £2,235 off the On the Road Price of £10,730. Terms & Conditions apply. Retail customers only. Not available in conjunction with any other offer. Fiat Deposit Contribution is only available in conjunction with Fiat i-Deal PCP. With Fiat i-Deal you have the option to return the vehicle and not pay the final payment, subject to the vehicle not having exceeded an agreed annual mileage (a charge of 6p per mile for exceeding 6,000 miles per annum in these examples) and being in good condition. Promotion available from 16th February until 31st March 2015. Offers subject to status, a guarantee may be required. Offers may be varied or withdrawn at any time without prior notification. Fiat Financial Services, PO Box 4465, Slough, Berkshire, SL1 0RW.

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COVER STORY

New, second-generation Jaguar XF revealed as a lighter, higher-tech and more frugal 5 Series rival



THIS WEEK



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Next-generation BMW X3 spied testing



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EDAG's fabric-covered, 3D-printed concept



'The little Suzuki Celerio is pleasing to drive, cheap to buy and decent to sit in'

Matt Prior, p48

COVER STORY



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Matt Saunders drives the new Range Rover Sport SVR

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66

Lovable cars with just a litre to their name



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*Prices and offers apply to qualifying DS 3 Ice special editions when ordered and delivered between 07/03/15 and 31/03/15 and includes VAT, delivery to dealer, number plates, Government First Registration Fee and 12 months' graduated vehicle excise duty. Model Shown: DS 3 Ice DStyle PureTech 110 S&S manual, OTR price £17,220. Initial customer rental £4,571.42; followed by 46 monthly rentals of £199; optional final rental £7,124. Lowest and highest Elect 4 Personal Lease examples are based on DS 3 Ice DSign PureTech 82 manual and DS 3 Ice DStyle THP 165 S&S 6-Speed manual respectively. Initial customer rental £3,301.87-£4,186.32; followed by 46 monthly rentals of £189-£225; optional final rental £6,080-£7,248. Annual mileage 6,000. Charges may apply if annual mileage is exceeded. Payment of the optional final rental extends the rental term (this does not transfer title of the vehicle) and requires an annual rental equivalent to one month's rental. All rentals inclusive of VAT. Citroën UK Ltd is acting as a credit broker and is not a lender. To finance your lease we may introduce you to a limited number of lenders. Finance subject to status. A guarantee may be required. Over 18s only. Written quotations available on request from Citroën Financial Services, Quadrant House, Princess Way, Redhill, Surrey RH1 1QA. Prices and offers correct at time of going to press, subject to stock availability. Contact your participating dealer for latest prices, offers, terms and conditions or visit citroen.co.uk.



The new E10 is an outstanding first effort from Zenos

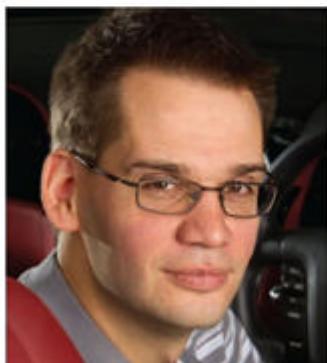
The first chapter in a new success story

BRITAIN MAY BE the spiritual home of the niche car maker, but it still takes an unusually brave person – or group of people – to set up a new marque. For every Ariel there's a dozen ventures that have arrived in a blaze of publicity and faded away without turning a wheel.

All credit, then, to the team at Zenos, who have not only created a car that is both enthralling to drive and innovative in its design but who have also done so to a budget and with a seemingly sound financial plan behind them. Read Nic Cackett's first drive of the new E10 S on p35.

In many ways, it should be no surprise that Zenos has succeeded thus far; co-founders Ansar Ali and Mark Edwards used to run Caterham, after all. But nor should their familiarity with their subject detract from the enormity of their team's achievements to date.

Of course, the challenges have just started, with early customers wanting their cars delivered and the order books waiting, ready to fill. But make no mistake: Zenos's success to date is a great demonstration of British innovation at its best.



JIM HOLDER EDITOR

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AUTOCAR

AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

VIDEO

McLaren P1 GTR

We drive the ultimate McLaren, flat out on track



REVIEW

Ford Fiesta ST CP3

Collins Performance works its magic on Ford's baby hot hatch



NEWS

Volkswagen Bulli

The latest on VW's plans for the next Transporter



BLOG

Hilton Holloway

On the death of the mid-spec brand



BLOG

Mark Pearson

Peugeot's 205 and 208 GTi contemplated



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THIS WEEK

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OFFICIAL
PICTURES



Jaguar ups ante with

■ High-tech new executive saloon to be unveiled next week ■ Frugal new four-pot engines

This is the all-new Jaguar XF, which is roomier, lighter, more frugal and far more technologically advanced than the seven-year-old model it replaces.

After its public unveiling at the New York motor show next week, the big saloon is expected to reach showrooms at the tail end of this year.

Built around the company's latest aluminium architecture, which it shares with the XE, the Mk2 XF is powered by Jaguar Land Rover's all-new 2.0-litre four-cylinder Ingenium petrol and diesel

engines, as well as a twin-turbocharged 3.0-litre diesel V6 and a supercharged 3.0-litre petrol V6.

The new XF also features the company's new InControl Touch Pro multimedia system, which is based around a quad-core processor and uses an "ultra-fast" ethernet network.

The new car employs Jaguar's aluminium-intensive platform, which is also used, in smaller form, under the new XE saloon.

The XF's structure is, like the smaller XE's, about 75% aluminium in its construction.



XF uses the same 75% aluminium platform as the XE



new XF

■ Advanced chassis and infotainment

The XF's front-to-rear weight distribution comes in at close to 50/50, because the rear structure of the body is made mainly of steel, which places more weight at the car's rear.

Jaguar also says the structure is nearly 30% stiffer than that of the current car.

Thanks to the use of these lightweight materials, the new XF is as much as 190kg lighter than the outgoing model, contributing to much-improved fuel economy and CO₂ emissions figures.

The XF shares its suspension set-up with the

XE, which means struts with double wishbones at the front and an 'integral link' independent set-up at the rear.

The steering uses the same electric power-assisted set-up as the F-Type and XE. Active dampers will be on the options list. A feature called Jaguar Configurable Dynamics will allow the driver to tailor the settings of the dampers, steering, engine and eight-speed automatic gearbox.

Jaguar is also introducing All-Surface Progress Control, which, it says, has been →

Q&A IAN CALLUM, JAGUAR DESIGN DIRECTOR

What was your aim in designing the new XF?

"I wanted to protect Jaguar's visual DNA and I wanted to make sure that we created a genuine sports saloon. However, I also wanted the new XF to be more mature and sophisticated than the previous car. It may be slightly shorter and lower than the old XF, but I wanted the car to have more presence, which I think we've achieved."

"We've given the new car three side windows, which helps illuminate the interior, and we have this new strong line running down the side of the car."

Why did you decide to stay with the familiar Jaguar nose design?

"The current XF is nearly eight years old and I think it has worn well. I wanted to translate the

XF nose into the new family look. I wanted the front to look slightly menacing, but not aggressive or vulgar. The grille surround stands proud at the front. I like the way it looks like an air intake."



Why is the interior design of the XF such a break from the flagship XJ saloon and quite unlike any previous Jaguar model?

"We've certainly gone for a very simple interior architecture, although we have carried over some design themes from the current Jaguar line-up."

"Running around the top of the dashboard and into the doors is the upright strip we call the 'Riva hook', and it was used on the XJ. And like the current XF, we've used a metallic finish on the dash, retained the pop-up controller for the automatic transmission, and the outer two air vents are powered and flip into place when the car is started."

"This time, though, we've put a lot more sculpture into the shaping of the seats. On the leather-trimmed interior, we've also used a fluted finish, which could be thought of as old-fashioned, but I wanted to bring it back to Jaguar."





Jag design boss Callum wanted the front to look "slightly menacing"

↳ developed "for low-speed driving in adverse conditions". This system automatically "manages the brakes and throttle" to maximise traction on, for example, surfaces covered with heavy snow. The driver simply steers the vehicle.

Although the new XF is 7mm shorter and 3mm lower than the current model, the wheelbase is 51mm longer. At a lengthy 2960mm, it's only a whisker shorter than that of the BMW 5 Series. The British car maker is promising "class-leading rear seat space, with more leg room, knee room and head room".

A feast of new technology means that the new XF range kicks off with CO₂ emissions as low as 104g/km, which are delivered by the most frugal 161bhp, 280lb ft, 2.0-litre diesel Ingenium engine.

Jaguar says this is the lowest CO₂ figure in the class for any non-hybrid vehicle. It's well down on today's BMW 518d, which has an official rating of 114g/km as well as a lower-powered, 141bhp engine.

The company says there will also be a 178bhp, 317lb ft, 2.0-litre Ingenium diesel XF. Both of these engines can be combined with an eight-speed automatic gearbox.

At the top of the diesel range is a tweaked version of the familiar twin-turbo 3.0-litre V6, which offers 296bhp and 516lb ft of torque.

The only petrol-engined version that Jaguar has so far released details about is the supercharged petrol V6, which develops 375bhp and 332lb ft of torque.

Inside, the XF has a completely different design language from Jaguar's XJ

flagship. Rather than the XJ's flamboyant circular vents and much more extravagant detailing, the new XF has a rather more contemporary and sparse appearance inside.

The centre console is notably wide, with plenty of storage space, and the interior detailing – both the brightwork and wood trim – is given a very lean and taut treatment. The XF gets the familiar pop-up rotary controller for the automatic gearbox and the outer air vents roll open when the car is started.

The new XF comes with a big, 10.2in 'dual-view' smartphone-like touchscreen and JLR's latest multimedia system, known as InControl Touch Pro. The main instruments are displayed on a 12.3in TFT panel, which can be reconfigured.

HILTON HOLLOWAY

The new XF range kicks off with CO₂ as low as 104g/km



New XF is shorter than before, but its wheelbase is longer



Interior sports a clean-lined, very contemporary look



HILTON HOLLOWAY

Will it remain a niche player?

THE CURRENT JAGUAR XF is nearly eight years old, but it still looks sharp and is still one of the best-driving cars in its class. It is, however, very much a niche player in the global market for mid-size executive cars.

In the depths of the recession in 2009, just over 26,000 XFs were sold. But last year 54,000 examples found buyers and demand has remained relatively buoyant. Jaguar sources say the final batch of Mk1 XFs being made at the Castle Bromwich factory have now all been pre-ordered by the Jaguar dealer network.

The scale of Jaguar's task to compete in one of the most profitable segments in the global car market is shown by sales of the BMW 5 Series. BMW sold nearly 367,000 examples of its XF rival in 2013. Overall, this

segment of the market is estimated to account for more than a million sales worldwide per year.

It's no surprise, then, that Jaguar wants a much bigger slice of the executive market with the all-new XF.

And although driving dynamics, refinement and plentiful technology are all essential for breaking into this sector, the need to drive down running costs and reduce benefit-in-kind taxes to a minimum are also non-negotiable.

After all, this is primarily a business-driven market, and the fiscal bottom line is as important as any other aspect of the car.



JLR's SVO arm lays out three-tier strategy

Special Vehicle Operations to focus on creating 'ultimate' luxury, off-road and sporting performance models

Jaguar Land Rover's new Special Vehicle Operations division is a "business within a business" that has been tasked to "think outside the box", according to its MD, John Edwards.

The SVO division is currently putting the final touches to its new facility near Ryton, south of Coventry. Known as 'Oxford Road', the new factory will be home to 150 JLR specialists and will have its own paint shop.

"We are smaller and more entrepreneurial by nature," Edwards said at the recent Geneva motor show. "Speed to market will be key, and we aim to be a high-margin business."

Edwards revealed that SVO was working on a strategy that would see the division producing vehicles under

three new 'ultimate' brands: 'ultimate luxury', 'ultimate sporting performance' and 'ultimate off-road ability'. The 'ultimate sporting' models will compete with the higher-end offerings from Mercedes-AMG and BMW's M division and will be sold under the SVR brand.

The first SVR model, based on the Range Rover Sport, has just been unveiled. The ultimate off-roaders will be badged SVX, but the sub-brand name for the luxury models has not yet been fixed.

"We will operate under three principles: profit, promote and protect," said Edwards. "First, SVO must make a profit. Second, we must promote JLR's wider business. And third, we must protect the integrity of our brands."

JLR currently sells around

150 'individual' cars each year but is looking to significantly increase that number.

SVO will be able to build one-off models for customers, although the creation of such models will not include any re-engineering work. "We can't disrupt the factory flow," said Edwards. "Limited-run cars like the Project 7 are more complicated. We have to get a balance between scale and exclusivity."

As well as models like the Project 7, SVO will be responsible for building an armoured version of the Range Rover. The company expects to build about 20 each year, priced at £250,000 each.

HILTON HOLLOWAY

» Range Rover Sport SVR first drive p24



Model S moves closer to autonomous capability

THE TESLA MODEL S will move a step closer to being capable of fully autonomous driving when it gets a major software update later this year.

The update will be installed via the Model S's built-in 3G connection and will introduce automatic steering to the car.

Tesla's founder Elon Musk said engineers have travelled in a Model S from San Francisco to Seattle – around 800 miles – with "the driver hardly touching the controls at all". It is believed that the driver implements lane changes for overtaking on motorways via the indicator stalk but that the car judges the gaps in the traffic and makes the move when appropriate.

Musk said: "The car will be technically capable of going from parking lot to parking lot,

but we won't be enabling that with this step. We don't think it would necessarily be safe in built-up neighbourhoods, so auto-steer will only be enabled on a highway or major road."

Musk revealed that the system will be able to operate more fully on private land, allowing users to 'summon' their car – from the driveway to their door, for example – or tell it to park itself in a garage.

The new features will be introduced on version 7.0 of the Model S's software, but in the meantime version 6.2, which allows the car to warn drivers if they're going to run out of range and plan journeys with available charging points en route, will be rolled out shortly. The update also adds emergency city braking and blind spot monitoring.



A software update will equip the Model S with automatic steering



SVO's first product is the 542bhp Range Rover Sport SVR

Sir Paul Smith fashions one-off Defender



LAND ROVER HAS joined forces with British fashion and design legend Sir Paul Smith to produce a bespoke version of its iconic Defender model.

The project was unveiled at Sir Paul's shop in London's Mayfair as part of Land Rover's year-long celebration of the Defender, which is entering the final phase of manufacturing

at the firm's Solihull factory. Sir Paul worked with Land Rover's Special Vehicle Operations division, which specialises in individual customer commissions and personalisations.

On the outside, the one-off creation features panels in 27 different colours. Inside, the well-appointed interior sports bespoke multi-coloured trim.



Teaser pic reveals 570S Coupé's flying buttress design

OFFICIAL PICTURES

LOTUS MARKS ELISE'S 20TH

The Lotus Elise 20th Anniversary Special Edition has been revealed to mark the 1995 launch of the original Elise. The £39,900 car is 10kg lighter than the Elise S Club Racer, hits 0-62mph in 4.6sec and can reach 145mph.



SPORTS SERIES NAMED AHEAD OF DEBUT

McLaren has confirmed that its first Sports Series model will be called the 570S Coupé.

Like the 650S, the new two-seater takes its name from its power output. The twin-turbocharged 3.8-litre V8 engine produces 570PS, or 562bhp.

The 570S will take after other models in the McLaren range in that it features a mid-engined layout and is based around a carbonfibre tub. It is expected to be the first of three models in the new entry-level Sports Series, with a convertible Spider and a more spacious GT model set to join the line-up later.

The new coupé will be officially unveiled at the New York motor show next week.

HARDCORE EXIGE UNVEILED

Lotus has launched the Exige S Club Racer. The track-focused, coupé-only version of the Exige has a front splitter, rear wing and flat underside that combine to give it 42kg of downforce at 100mph. It's on sale now from £56,900.



A leap forward in reverse parking.



NEW FORD **FOCUS**

› **Active Park Assist**

How do you park in a space you can't even see? Trust the new Ford Focus. It can find even the most elusive spot, then assist you to park in it, whether it's parallel or even reverse parking. Just one of the many ways that the new Ford Focus can help you go further. ford.co.uk/newfocus

Official fuel consumption figures in mpg (l/100km) for the Ford Focus range: urban 32.1-65.7 (8.8-4.3), extra urban 49.6-83.1 (5.7-3.4), combined 41.5-74.3 (6.8-3.8). Official CO₂ emissions 159-98g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

Active Park Assist is standard on Titanium X and available as an optional extra on Zetec, Zetec S and Titanium.



Go Further

Confidential

THE FIAT BRAND will "lose its general appeal" as it sticks to a strategy based almost exclusively around the 500, according to Fiat Chrysler Automobiles boss Sergio Marchionne. He said there would be no overlap between Fiat and other brands in the FCA, unlike in the past.

THE MINI SUPERLEGGERA Vision roadster concept (below) remains unconfirmed for production, despite a positive reception. However, design chief Anders Warming said the new design language would inform future Minis and called it another example of how the Mini design and ethos can transfer to new segments.



THE MASERATI ALFIERI could be developed for racing when it is launched next year, company boss Harald Wester has confirmed – but only if racing's rule makers create regulations that make selling customer cars attractive. "If we get the right rules, there is a case for developing a sports car for customers," he said.

A HIGH-PERFORMANCE new Mazda CX-3 isn't being discounted, according to senior officials. CX-3 project leader Michio Tomiyama said: "We have seen what Nismo has done with the Juke. It's almost like a product outside of that car's regular line-up. It's interesting."

CAR AVAILABILITY, MORE than infrastructure, is the limiting factor for Toyota's hydrogen fuel cell Mirai, according to Toyota Europe's product chief, Karl Schlicht. "We've had enquiries from local governments, from cities and from companies wanting to buy small fleets of the Mirai," he said, "but we're only aiming at 50 to 100 vehicles in key markets in 2015 and 2016, so we can't hope to fulfil those sort of orders just yet."



SPY SHOT

BMW X3

New X3 to get 380bhp

Hot flagship and a model that tops 56.5mpg feature in the new BMW X3 line-up

Durability testing of the new BMW X3 has started ahead of a planned unveiling in 2017.

These pictures of the first road-going prototype of the new X3, codenamed G01, reveal that it will retain the basic shape of today's X3.

Clothed in a modified body from the existing X3, this prototype has longer rear doors and longer rear quarter windows. This suggests the new X3 will get a slightly longer wheelbase than the 2810mm of today's model. The rear window is raked

less heavily, too, indicating that it will have increased luggage capacity.

The new X3 will have a revised high-strength steel platform, along with modified double wishbone front and multi-link rear suspension.

BMW sources say the X3 will receive a new-generation electrical system that will "open up new directions in safety systems and connectivity options".

The same underpinnings and electrical system will also form the basis of the second-generation X4, due in 2019.

The engine line-up for the new X3 will include updated four-cylinder and all-new six-cylinder petrol and diesel units. Among the gearbox choices will be a six-speed manual on selected four-cylinder engines. A new nine-speed auto with all the latest in fuel-saving tech is likely to be mated to all other engines.

BMW is planning to offer selected four-cylinder models with rear-wheel drive – or sDrive in BMW parlance. Most of the line-up will have xDrive four-wheel drive.

Autocar has been told the

most frugal new X3 model, a six-speed manual successor to the sDrive18d, will achieve combined fuel economy better than 56.5mpg.

According to insiders, the highlight of the line-up will be a new X3 xDriveM40i M Performance model. A rival to the new GLC450 Sport being readied by Mercedes-Benz, it is earmarked to run a version of BMW's new 3.0-litre six-cylinder petrol engine producing about 380bhp.

A full X3 M – aimed at the Porsche Macan – has yet to be approved.

Nissan's bold electric sports car on hold

NISSAN'S RADICAL ELECTRIC BladeGlider is still classed as "an exploratory concept", 18 months after being revealed at the 2013 Tokyo motor show, with new chief planning officer Philippe Klein confirming that the project is "not among the immediate priorities" of the firm.

Described as an "anti-establishment three-seat electric sports car" and championed on its reveal by then Nissan boss Andy Palmer, who now runs Aston Martin,

the BladeGlider was expected to go on sale by 2017, priced at about £30,000. Production test prototypes, built around an Ariel Atom, were known to have run.

However, Klein, who replaced Palmer at Nissan last year, said: "It is still on the table, but at the end of the day it has to make sense to the company. Before we jump in with a production car, there is a path to take – and first we must see if the opportunity is there."



WORK NEEDED ON LAFERRARI

Ferrari has begun a service campaign to upgrade the fuel tanks on all LaFerrari models delivered to customers so far. The firm says there is no serious safety risk to owners and the procedure is not being treated as an official recall.



NEW Q7 TO START AT £50K

Audi's new Q7 SUV will be priced from £50,340 when it goes on sale in the UK this summer. The seven-seater will be available with just one engine at launch: a 3.0-litre V6 diesel providing 268bhp and 442lb ft of torque.





No turbos for GT Porsche 911s

Next generation of 911 GT cars will be naturally aspirated, unlike the future turbo-only regular line-up



SPY SHOT
PORSCHE 911

The second generation of 991-based Porsche 911 GT cars will continue to use normally aspirated engines, according to Andreas Preuninger, manager of Porsche High Performance Cars. The issue was not a given because all standard versions of the new model, due to be unveiled at the Frankfurt motor show in September, will use turbocharged engines.

"GT3s are normally aspirated – period," said Preuninger. When asked how he'd managed to except his cars from the new general rule of turbo 911s, he said:

"When everyone goes in one direction, I like to go in the other direction."

At present, Preuninger's GT3s are still the only Porsches where you push the selector to change down a gear.

Preuninger would not be drawn on the details of the new engine, although the 4.0-litre motor unveiled at the Geneva show this month to power the current GT3 RS would clearly provide a solid foundation for a new engine for the Gen 2 GT3.

Preuninger also suggested that Porsche may soon be rethinking its strategy of offering only dual-clutch

automatic gearboxes on GT3 models. "We have been talking about it [reintroducing a manual 'box] and I hope I have the ear of the board," he said.

Preuninger confirmed that a new GT2 RS would be built but said it would not be for the existing series of the 911. Instead, it will come at the end of the life of the Gen 2 car, probably in 2018.

The previous 997-based GT2 RS offered 611bhp in a package weighing just 1370kg and is widely regarded as the most extreme 911 ever to go on general sale.

ANDREW FRANKEL

Bentley plots extreme rear-drive sports car

BENTLEY SEEMS CERTAIN to build its first rear-wheel-drive sports car of the modern era and put it on sale next year. The car will be based on the current Continental GT and will be a far more extreme offering than the four-wheel-drive GT3-R, which was launched last year.

"A lot of people expected the GT3-R to be a proper rear-wheel-drive sports car," Bentley engineering boss Rolf Frech told Autocar, "but the problem was timing. We needed the car at the end

of the first season of our GT3 racing car, and to do a proper change of the complete powertrain needed longer than we had. But we have the concept in our mind, so why not?"

The new car will have a version of the twin-turbo 4.0-litre V8 used by both road and race Continentals, but it is likely to be boosted beyond even the 572bhp of the £237,500 GT3-R.

However, the main focus will be on weight reduction. The aim is to make this the

first sub-2000kg Bentley in a generation, a 200kg saving over the GT3-R of which less than half will come from the conversion to rear drive.

Expect fairly sparse levels of standard equipment, therefore, and unprecedented use of lightweight materials for the brand. There is no word on how much the car will cost or how many will be built, but the run is likely to be limited to even fewer than the 300 GT3-Rs that are to be made, and at a price sure to be close to £300,000.





Renaultsport eyes hot Captur and Kadjar models

HOT VERSIONS OF Renault's latest crossovers, the Captur and Kadjar, could be on sale within a couple of years if investigations under way at Renaultsport prove them viable for production. Renault bosses are said to be interested in the success and strong sales of Nissan's Juke Nismo. **Patrice Ratti**, CEO of

Renault's independently minded performance division, which last year generated a £500 million turnover from production of 35,000 cars, said the company is investigating the idea now. Ratti cited three "areas for investigation". Renaultsport must discover whether production of faster

crossovers would be feasible where the standard cars are made. It must find out if appropriate performance changes could be made within a reasonable budget. It must also work out whether Renaultsport customers would want such models.

Ratti added that the company is proud of its

reputation for building top performance hatchbacks and has just launched a sportier, RS 220 version of its fast-selling Clio RS 200 to counter criticism of 'softness'. As a result, any go-faster RS crossover would have to meet buyers' expectations.

Renaultsport opened in 2002 and has grown its

volume from 5000 to 35,000 cars in just five years. "Our twin challenges are to stay on top in Europe, where competition is growing and to expand outside Europe," said Ratti. "We want to reach 50,000 cars by the end of the decade, 50% of which are sold in emerging markets such as China."

SPY SHOT
PORSCHE
BOXSTER SPYDER



HOTTEST BOXSTER YET GETS MOTORSPORT TOUCH

Porsche is on the brink of revealing the hottest Boxster yet. The car has been developed in full consultation with Porsche's Motorsport department, which has responsibility for all GT-series products, contrary to previous reports.

However, it will not be badged as a GT car – it is almost certain to use the Spyder name first seen on a Boxster in 2011 – and it will not use GT-specification engine and suspension components.

The Motorsport division is believed to have been engaged in the project because Porsche is determining the car is significantly lighter and more powerful than the current Boxster GTS.

Ferrari V12s to stay naturally aspirated



FERRARI V12 engines will not be turbocharged in the near future – but they are likely to get electrical assistance in order to smooth power delivery and lower emissions.

There had been speculation that Ferrari could turbocharge its V12s in future, as it has begun doing with its V8 line-up, spearheaded by the new 488 GTB.

However, a source close to the company said: "There will be no turbos on our V12s. Expect instead to see 48-volt systems on the next generation."

This means future V12 Ferraris will be mild hybrids, using technology pioneered on the LaFerrari hypercar.

Such a move will allow Ferrari to maximise fuel economy and CO₂ emissions but also tune the engine for pure power, knowing that the commensurate drop-off in low-down torque will be more than replaced by instantaneous electrical energy.

SPY SHOTBMW 1 SERIES
SALOON

Front drive for 1 Series saloon

BMW is set to take on the Audi A3 saloon next year with a new compact front-wheel-drive four-door

The BMW 1 Series saloon has been spotted testing for the first time ahead of a 2016 launch.

The saloon is based on the same platform as the next generation of the 1 Series hatchback and both cars are set to be front-wheel drive. The current 1 Series hatchback is the last that will be offered with rear-wheel drive.

The new saloon will join the 2 Series Active Tourer and Gran Tourer in being front-wheel drive. However, both of these models are also offered with four-wheel drive, so there is a possibility that the 1 Series

will come with an xDrive option as well.

The pictures show a four-door model similar in shape to the current 3 Series, albeit smaller. The current 3 Series is 4624mm long and the 1 Series hatchback 4324mm.

This new model was spotted testing at the Nürburgring and is expected to be a rival to the likes of the Audi A3 saloon and the Mercedes-Benz CLA. This is an area in which BMW does not currently compete.

The 1 Series saloon is set to go on sale before the new version of the hatchback, because the three-door

and five-door 1 Series were facelifted only this year.

The new saloon is likely to offer similar engines to the 1 Series hatch. These include a range of transverse three-cylinder and four-cylinder petrol and diesel units.

However, there is also the possibility of a plug-in petrol-electric hybrid at a later stage.

The new 1 Series platform will also form the basis of the second-generation X1, with the compact SUV going on sale this autumn. It will also be offered as a predominantly front-wheel-drive model.

TOM WEBSTER



Shape is similar to that of the 3 Series saloon; AWD is a possibility

New Fiesta due 2017, but no RS for current one

SPY SHOT

FORD FIESTA



THIS IS THE first sighting of the new, seventh-generation Ford Fiesta, which is being readied for a likely launch in 2017.

The photo, which shows a modified chassis testing mule based on the current Fiesta, was taken in southern Europe.

The revised front-end design on this test mule reveals new shapes for the grille and air intakes of the next-gen car. It appears to have wider tracks than the current Fiesta, suggesting that it will be larger than today's car, which is

3969mm long, 1709mm wide and 1468mm high.

Ford is likely to take some styling inspiration for the new Fiesta from the facelifted Focus, which went on sale in the UK in November.

However, officials have quelled rumours of a Fiesta RS as a last hurrah for the current car, with Ford Performance director Dave Pericak saying the company is more than happy with having the ST as its range-topper.

"The ST plays a really

important role in the portfolio, in that it provides our ability to many buyers," he told Autocar. "Could you do something with the ST? Of course. Should you do something with it? We're pleased with where the ST is now, so not for the foreseeable future."

Talk of a Fiesta RS first surfaced early this year. Engineers refused to deny that a go-faster RS was planned, saying that a business case for the model was "theoretically" possible.

MG 6 GIVEN AN OVERHAUL

A revamped MG 6 will go on sale in April, with the most significant upgrade claimed to be to the 1.9 DTi-Tech diesel engine. In addition, MG says "comprehensive updates" have been made to the styling and the interior has been upgraded.



TURBO FLAGSHIP FOR PULSAR

The Nissan Pulsar now has a range-topping DIG-T 190 petrol engine. The 187bhp turbo model costs from £19,645 and covers 0-62mph in 7.7sec. Upgrades include new power steering, stiffer front springs and dampers and new 17in wheels.





» Caterham Seven 270R first drive p30

Tester's Notes

Matt Prior

Caterham Seven line-up simplified

CATERHAM HAS ADDED new 270, 360 and 420-branded models to its Seven range.

The 270 replaces the Roadsport 140 and Supersport models and is powered by a 135bhp 1.6-litre Ford Sigma engine. It can reach 62mph in 5.0sec, has a top speed of 122mph and costs £22,995.

The 360 is powered by the same 2.0-litre Ford Duratec engine as Caterham's R300

race car range. The 180bhp unit is able to reach 62mph in 4.8sec and has a 130mph top speed. It costs £26,995 and replaces the Roadsport 175 and Supersport R models.

The new 420 has a 210bhp 2.0-litre Ford Duratec engine. It costs £29,995, reaches 62mph in 4.0sec and carries on to a 136mph top speed. The 420 replaces the current Superlight R400.



Chrysler to pull out of the UK

CHRYSLER WILL STOP selling cars in the UK in 2017. The decision has been taken, according to Fiat Chrysler Automobiles' deputy UK managing director, Karl Howkins, because the Chrysler line-up no longer appeals to British buyers and its CO₂ emissions are too high.

Chrysler has had a troubled few years in the UK and sales have been dwindling, dropping below

2000 units last year. In 2012, sales stood at almost 3500 units.

Some of Chrysler's recent models have been badge-engineered Lancias, such as the Ypsilon city car and Delta hatchback.

The Delta was withdrawn from sale in the UK in January last year. At that time, Chrysler said it would continue its presence in the UK, but that decision has now been reversed.



Exposure to so many cars can make a hack valuable to a car manufacturer

Can I talk shop? I don't very often, because motoring hackery is, after all, a pretty straightforward and lighthearted business, mostly developed around providing impartial, independent reviews of cars to people who like 'em.

That's a pretty simple premise and one you wouldn't think was so hard to get right, would you? And yet there are parts of it that feel rotten to the insides.

An email lands. It asks if I could spend an hour on the phone with their client – a car maker – talking about cars. Of course I can.

But: they want to pay me for my time. Ah. Now, they can't do that, I say, because three weeks later I might be reviewing a car these people built, while their pounds sit in my bank account. That's a non-starter.

They say they understand entirely but – and here's the thing – it's the first time someone has declined because of a conflict of interest. It's only

When you are giving away so much content for nothing, money has to come from somewhere

a phone interview, after all.

It is. But if you don't draw the line there, where do you? I've been asked to do some benchmarking before, and even to drive a prototype, to provide feedback to aid development, with my valuable time recompensed. Sure, sometimes car makers want outside expert advice, but it's hard to believe there's no other agenda.

It's not just individual hacks, either. The Geneva motor show wasn't just a festival of fast new metal, but also of sharing



When reviewing any car, it's vital to be impartial and independent

concerned stories. Whether someone can get their car featured on a front cover for a certain amount of money. Whether some video content is sponsored and by who. That one US car magazine is actually presenting a TV car advert. And how advertorial features – which would once have been flagged to the hilt as manufacturer-paid content – slip into print with barely a mention of it. Although none at this publisher, I'm happy to tell you.

But the hard truth facing all publishing is that, when you are giving away so much content for nothing, the money has to come from somewhere.

Accompanying all of this is a legion of content bypassing the 'old' media and brought to the consumer direct. There are videos, billed as 'reviews' of the Peugeot 308, presented by a bloke flagged as a 'motoring journalist', produced and paid for by the car maker. You can watch a 'review' of the Range Rover Sport SVR presented by a bloke who consulted on its development.

Sometimes these days, where some reviews are neither as impartial nor as independent as you'd hope, feel like dark ones. Not the end. But past the beginning of the end. Maybe the middle of the beginning of the end. And now more than ever, this business needs a strong media to push back against it.

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@matty_prior



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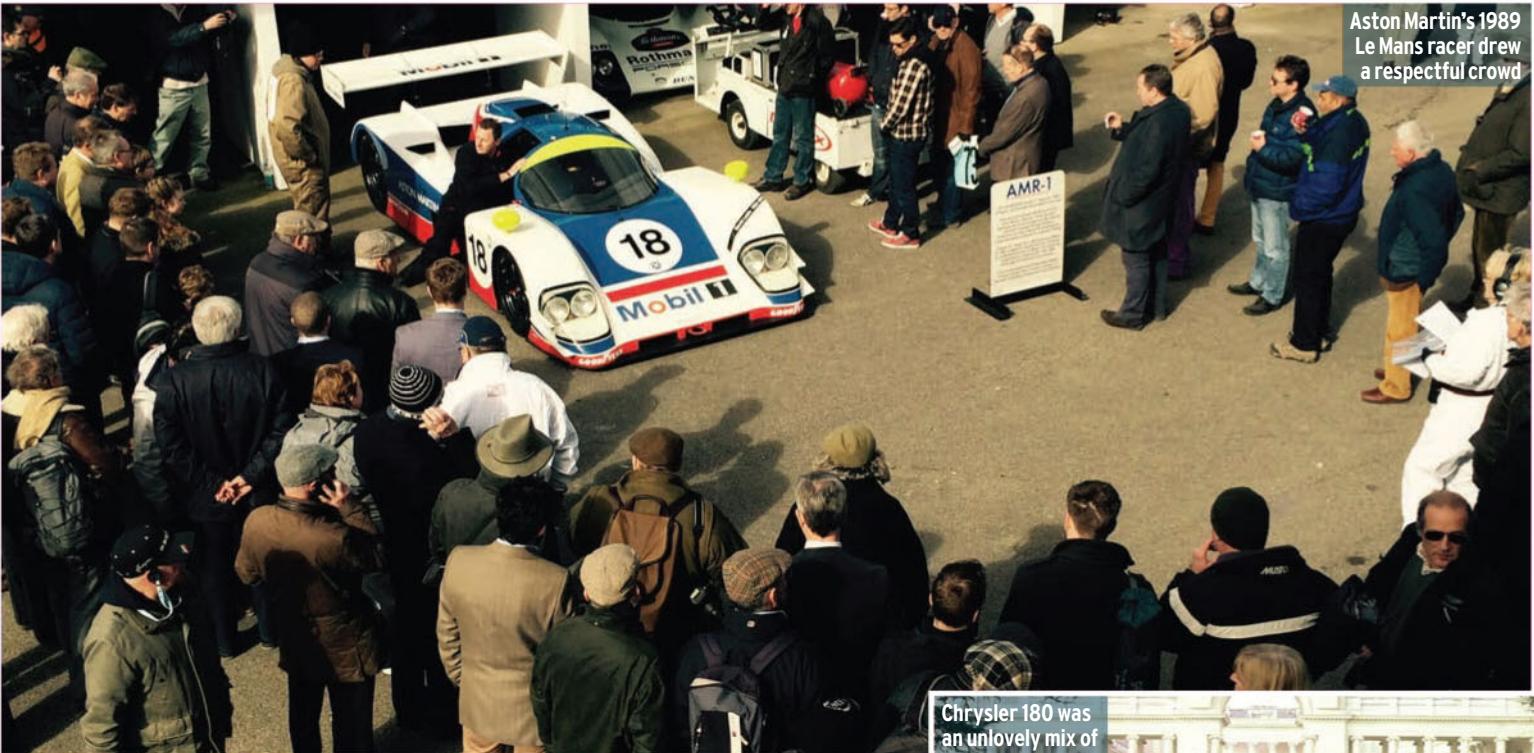
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Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (l/100km): Urban 41.5 (6.8), Extra Urban 62.8 (4.5), Combined 53.3 (5.3). CO₂ Emissions 124g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results. Finance subject to status. Retail sales only. *Subject to availability at participating dealers only on vehicles registered by 31st March 2015. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition or mileage of the vehicle. Terms and conditions apply. Applicants must be 18 or over. Guarantee/Indemnity may be required. Volvo Car Credit RH1 1SR. **You will not own the vehicle until all payments are made.** The service offer is only applicable when purchasing on Volvo Advantage Personal Contract Purchase on vehicles ordered between 1st January 2015 and 31st March 2015. Services must be carried out at a Volvo Authorised Repairer. Retail offer only. Excludes fleet operators and business users. See volvocars.co.uk for full terms and conditions.

A Week In Cars

Steve Cropley



Aston Martin's 1989 Le Mans racer drew a respectful crowd

SATURDAY/SUNDAY

Fine, fulfilling weekend at the year's first big motoring event, the 73rd Members' Meeting at Goodwood. The idea behind the fixture is to recreate the unique club atmosphere of enthusiast-orientated gatherings in the circuit's heyday while accompanying it with some hectic racing and amazing, full-noise demonstrations by cars never before seen there.

An awesome roll call of 'airbox' F1 cars, including Freddie Hunt in his father James's Hesketh, circulated at something close to full speed. Later, a collection of 18 Group C Le Mans cars, also driven flat out, grabbed every ear and eye in the place. In between, there were hectic races for 1950s and 1970s/1980s saloons, plus jockeying clumps of tiny single-seaters and some lovely sports cars – all of it done with breathtaking attention to detail. Goodwood has the knack of persuading you to leave your ordinary life at the gate, and did it again this year, only better.

TUESDAY

Absorbing trundle into central London in the new Range Rover Sport Hybrid, a jaunt that carried the chance to compare

A collection of 18 Group C Le Mans cars, driven flat out, grabbed every ear and eye in the place

it directly with our 'normal' V6 diesel long-termer. Very impressed to return 36mpg on the trip computer during a congested 11 miles, where the standard car would have done 22-24mpg. However, I was surprised to discover that the price difference between the two models is nearly £15,000.

And another thing...

Why didn't I buy this mint Renault 5 Turbo in the Bonhams Goodwood sale, as I'd earnestly have liked? Because other well-heeled punters bid it beyond £50,000. Still, it isn't ever going to be any cheaper...



The main reason why you'd choose a hybrid, as I understand it, is to reduce company car tax, but the difference between the pair is only about £500 a year.

Of course, Land Rover has built the hybrid for bigger reasons. Big cities are moving towards banning all but low-emissions cars from their centres – and the hybrid can go about a mile or two without its engine. Another plus for the hybrid is that its components are well integrated – better, in my view, than in equivalent Merces and Porsches. The brake assistance isn't quite as easy to modulate as in our V6 and the all-electric steering has a shade more stiction, but there isn't much in it. Full marks to Land Rover's integration experts, but good luck to their salesmen.

Chrysler 180 was an unlovely mix of Simca and Rootes



WEDNESDAY

Spent a happy afternoon near Wolverhampton touring Jaguar Land Rover's fantastic new Ingenium engine plant. My guide was Neil Hume, a fact-perfect senior engineer who was the one of the first employees there.

I'm often impressed by the way well-designed modern industrial buildings welcome you. The light, view, space and organisation all made me wish my own house reached Wolverhampton's standards, although it could do with nicer soft furnishings...

THURSDAY

Chrysler croaked in the UK last week, to no one's regret and without ever producing a market-leading car. The US marque established a European operation here in the late 1950s. It was a misbegotten set-up that swept the assets of Simca and

Rootes into a disorganised heap before selling out to Peugeot – which crazily resurrected the Talbot name to ensure a final failure. The Alpine (Simca) and Avenger (Hillman) were sort of okay, but the only genuinely new European Chrysler was the slow-selling 180, a weird union of unrelated Rootes and Simca projects.

Chrysler raised its flag here again about 15 years ago to bring us US-made clunkers such as the Neon and PT Cruiser, although at least the 300C and Crossfire were okay and the associated Jeeps deserved the following they acquired. But when FCA boss Sergio Marchionne chose Chrysler as the bonnet badge for a couple of stray right-hand-drive Lancias, the Delta and Ypsilon, the die – in the 'death' sense – was cast. I almost always regret the passing of car companies, but not this one.

steve.cropley@autocar.co.uk

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Range Rover Sport SVR

17.3.15, Cotswolds This is the first production car created by Jaguar Land Rover's Special Vehicle Operations. So just how special does the new 542bhp SUV feel?





The misleading and disproportionate influence of the Nürburgring Nordschleife in the development of modern road cars is neatly epitomised by the very existence of a 'production SUV' lap record at the place. Having a 3000-metre steeplechase world record for hammer throwers wouldn't be much more silly. But, for what it's worth, there is such a thing – and Land Rover owns it. Or rather, owned it – for a grand total of six months.

Back in July last year, Gaydon whetted the public appetite for its new Range Rover Sport SVR by laying claim to the aforementioned benchmark, set at 8min 14sec. Like any Nürburgring record beginning with an eight, it immediately looked vulnerable. Sure enough, come the Detroit motor show in January, Porsche duly let on that its new Cayenne Turbo S had smashed that existing target, apparently going under the eight-minute barrier in the process. Chastening stuff.

So this new hot Range Rover Sport isn't the fastest SUV the world has ever known. It is, in fact, a much more rare, special and interesting car than that: a 2.3-tonne, 542bhp performance behemoth that knows a certain pragmatism, moderation

and delicacy – and, rarer still, even possesses a bit of soul.

The Range Rover Sport SVR is perhaps most interesting for being the first series-production offering from Jaguar Land Rover's Special Vehicle Operations department, part of the broader Special Operations division inaugurated last year. SVO exists to design, engineer and, in some cases, even part-build high-performance versions of Jaguar and Land Rover models.

This Range Rover Sport, then, is an early taster of the kind of performance machines we can expect Gaydon to put up against Mercedes-AMGs, BMW M cars and Audi RSs in years to come. Jaguars or Land Rovers, all SVRs will be four-wheel drive, we're told, and all will be geared towards usability as well as big-hitting speed.

The most useful way to think about the Range Rover Sport SVR in particular, they say, is as a supercharged V8 model "plus 10%" – on price, power, speed and driver focus. On the last of those considerations, I'd argue that "plus 10%" undersells the car, but nonetheless it positions it in a way that current Range Rover Sport owners will instinctively understand.

The biggest single mechanical



Despite three seatbelts, it's really a two-seat bench; the third row has been ditched

upgrade that the SVR gets is the burbling, irrepressible engine from Jaguar's XKR-S, XFR-S and F-Type R Coupé. Otherwise it's mostly reprogramming and retuning that accounts for the car's extra sporting edge. The suspension settings have been uprated, but the hardware – air springs, adaptive dampers and an active roll cancellation system – is broadly the same as that fitted to the ordinary Range Rover Sport.

As standard, there are 21in alloy

wheels with Land Rover's usual M&S tyres; 22s wrapped in Continental ContiSport Contact performance road tyres are optional and add slightly to the car's track widths, calling for plastic wheel arch spats to be fitted to the metalwork. Extra brake cooling has been designed in, but the steel brake discs and six-pot calipers are the same as you'll find on other eight-cylinder Range Rover Sports. Meanwhile, the biggest visual identifiers of the car are the →



Bigger front air intakes are an obvious visual differentiator of the SVR version, along with a bigger roof spoiler and quad tailpipes



Air springs, adaptive dampers and active anti-roll bars have been recalibrated for the SVR version; the result is a slightly wooden ride at low speeds but more nimble handling

Its grip and cornering poise can make it feel lighter than it really is



↙ yawning air ducts of the deeper front valance, together with the extended roof spoiler and the quad exhaust pipes at the rear.

The cabin has a few welcome notes of added purposefulness but, mindful of the luxury and everyday capability that Range Rover Sport owners will demand, Land Rover hasn't changed or chucked out too much. New sports seats feature up front. They are a bit short-backed for this tester's preference but otherwise look and feel great. In the rear, the optional third row has been deleted and extra bolstering has been added to the outer chairs of the second-row bench. The upshot is that, although there is a third seatbelt back there, the SVR is really only a four-seater. In other respects, the car remains more generously proportioned and practical than you're ever likely to need. It's still a Range Rover, after all.

Clambering up into the 'command' driving position of the car instantly sets it apart from its lower-slung German competition, and starting the engine fills the cabin – and much of the surrounding countryside – with V8 exhaust warble. Having done both, you're aware straight away that the car you're about to drive makes only those concessions

to the familiar sporting ideals of lightness, lowness and compactness that a true Range Rover can comfortably make. And before too long you'll be blissfully at ease with that compromise.

Even by fast SUV standards, this is a big car: wide, tall and particularly heavy. Land Rover's dynamic masterstroke with its big 4x4s has long been to decline to hide that bulk, and that approach continues with the SVR. Slick, direct, manageable but weighty, the car's steering feels trustworthy, consistent and deliciously natural. It tallies perfectly with substantial pedal weights and a ride that feels slightly stiff-legged and wooden at low speeds and over bad surfaces but softens up beautifully as you pour on the pace.

However theatrical the SVR's engine sounds (you can choose from two settings: noisy or plain sociopathic), the car doesn't feel quite as quick in outright terms as certain rivals. But then it doesn't need to. Because next to the somewhat Machiavellian machines it's up against, the SVR's performance feels so rich, crisp and flexible as to be defined more by quality of delivery than quantity. There is effusive performance character in every upshift and a rousing sense

of occasion about every redline foray.

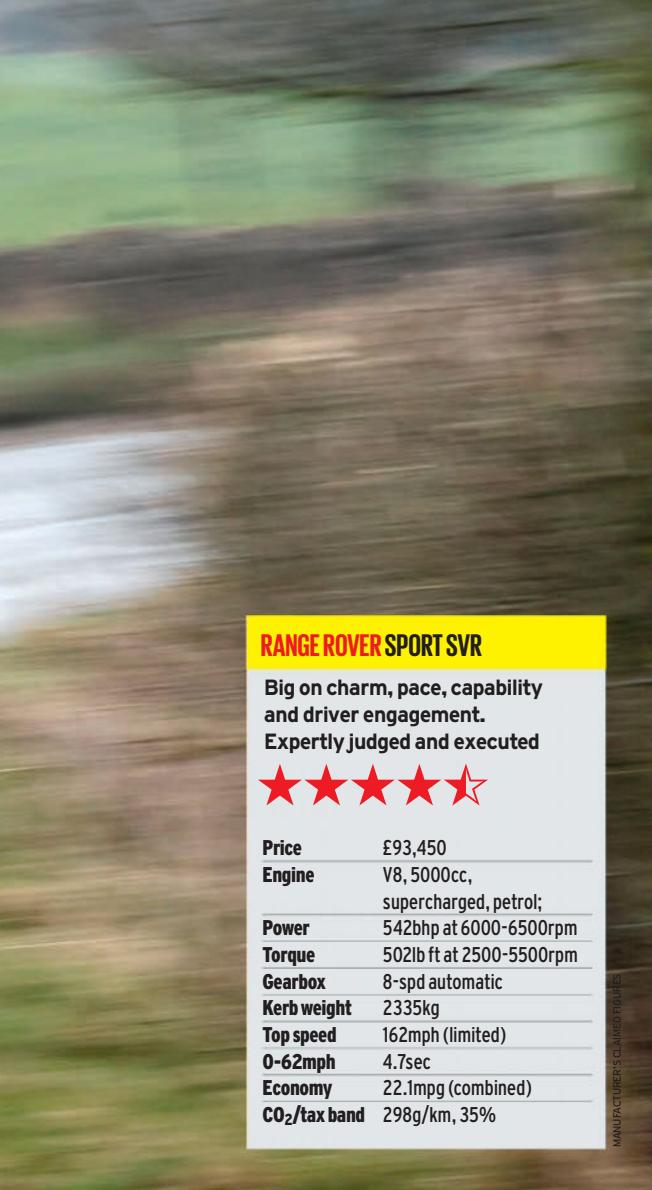
The biggest surprise of all is how much more nimble and engaging the SVR's handling is than a normal Range Rover Sport's – and how slight the dynamic price is to be paid. Apart from the aforementioned firmness at town speeds, the SVR permits enough body movement to preserve excellent rolling comfort but also maintains a flat and level cabin and tackles direction changes with a sweetness that you simply wouldn't credit. The car's astute balance of grip and remarkable poise makes it seem half a tonne lighter in long, open, well-sighted corners. The rear axle is even alive to your attempts to involve it in the steering process.

Perhaps by being a bit conservative and thinking clearly about what the segment lacks, Land Rover and Special Vehicle Operations have hit on a winning recipe for this car – which isn't as visceral, uncompromising or fast around a certain circuit as a Porsche Cayenne and feels all the better for it. The Range Rover Sport SVR may even have enough charm to register as the market's first really likeable example of its type. And that makes it an even cleverer conception than I suspect even Land Rover may realise.

MATT SAUNDERS



This is the main mechanical change for the SVR; it's



RANGE ROVER SPORT SVR

Big on charm, pace, capability and driver engagement. Expertly judged and executed



Price	£93,450
Engine	V8, 5000cc, supercharged, petrol;
Power	542bhp at 6000-6500rpm
Torque	502lb ft at 2500-5500rpm
Gearbox	8-spd automatic
Kerb weight	2335kg
Top speed	162mph (limited)
0-62mph	4.7sec
Economy	22.1mpg (combined)
CO ₂ /tax band	298g/km, 35%

MANUFACTURER'S CLAIMED FIGURES



the same supercharged V8 as the F-Type R's, with 542bhp and 502lb ft

Q&A PAUL NEWSOME, HEAD OF SPECIAL VEHICLE OPERATIONS



PAUL NEWSOME, HEAD of Jaguar Land Rover's Special Vehicle Operations division, was building super-quick Jaguars even when he wasn't part of Gaydon's specialist car division. As chief technical officer at Williams Advanced Engineering, he was boss of the Jaguar C-X75 supercar project. Now his cars sell in much bigger numbers, but they're still exclusive, as he explains here.

Your new Range Rover Sport SVR is already selling out of its skin. What are your plans for it?

"We announced it at Pebble Beach last summer, and by the end of January we had 1000 orders from around the world. We're planning to make 2300 this year, and we've already sold them out as far as September. Not bad for a car with a base price of £93,000."

What has it been like, coming back to JLR?

"I knew the place well, of course, not least because of the C-X75. But the reaction has been great and it's a fantastic operation. Our CEO, Ralf Speth, is a true enthusiast and his support for what we're doing is enormous. I'm an engineer, so I need the business to support me – and it does."

Who styled the Range Rover Sport SVR?

"It was done out of [Land Rover design chief] Gerry McGovern's studio, but we have access to dedicated SVO designers there. It's the same in [Jaguar design chief] Ian Callum's studio. The idea is that special designers do our work, but they work in the respective studios so their work stays consistent with the other projects."

The SVR badge replaces the Land Rover badge on the car's rear. Is that how all models will be?

"Yes, SVR replaces Jaguar or Land Rover, but the Land Rover badge stays on the grille and the Range Rover lettering stays on the bonnet."

Some of your cars come down JLR's regular production lines, right?

"Yes, and the Range Rover Sport SVR is one of them. The things that make it different can be added in the regular manufacturing process, and they'll be subject to all the usual quality procedures."

Where are your engineers based?

"For now, many work in a temporary Special Vehicle Operations office next to the Gaydon museum site, but as far as customers are concerned, our headquarters will be the Oxford Road plant, where Peugeot used to be, just outside Coventry. We've hired 150 people in 12 months, mostly engineers, and we need as many more to handle the work we have ahead. [The next SVR product will be a Jaguar.] Finding the right people is proving quite a task, but Coventry is a good place to find them."

How big is the Oxford Road operation?

"It's our customer centre and our headquarters for vehicle personalisation. It's a huge space, but our plan is to make about 1000 cars a year there. They'll be the most luxurious Range Rovers and models along the lines of the F-Type Project 7. It's where we'll build our armoured product. We've just finished a new armoured Range Rover that had to be stripped to the shell and built up like a new car."

What's the total SVO workforce?

"It'll be about 700 by the time we hire all the people we need. About 250 of them will be in manufacturing at Oxford Road. The rest will populate our engineering and product development operations. Remember, lots of our cars come from the main manufacturing operations."

The Jaguar Project 7s are all sold, aren't they?

"Long ago. We'll finish building the batch of 250 next month. That project has been a massive success. We sold 108 of them on the day we announced the car, at Goodwood last year."

What about the famous recreated Lightweight E-Types?

"They're part of a different operation. The company is only doing half a dozen, using various reverse-engineered parts and with the 1961 errors built in. That's a different kind of job from what we do. We're about personalising contemporary models. No SVR model will have worse CO₂ emissions or fuel consumption than standard. It's one of our most important core values."

QUICK FACTS
PRICE £27,790
ON SALE NOW



Caterham Seven 270R

17.3.15, Bedfordshire New name and an even wider range of options for the venerable Seven

Caterham is simplifying its range. But given that, by the second paragraph of the press release about it, you're into three-asterisk modifier territory, all things are relative. Buying a Caterham is never going to be simple.

In short, though, there are five models, whose numerals roughly equate to their power-to-weight ratio. So there's the base three-cylinder 160 (80bhp), a 1.6-litre 270 (135bhp), a 2.0-litre 360 (180bhp), a 2.0-litre, dry-sumped 420 (210bhp) and the range-topping, supercharged 2.0-litre 620 (310bhp).

Only the 160 and 620 haven't been affected by the change. All the others have had a Roadsport, Supersport or Superlight model dropped in order to allow their existence. And all are available with an S pack, which is tailored for road users, or an R pack, which contains racier elements.

Except? Except that the 160 is only an S and the 620 is only an R, and the wider-bodied version is also

still available and... look, buying a Caterham is still an experience that involves a lot of looking at options lists and ticking the right boxes. As well it should be, because detail, when it comes to Caterham specifications, is important.

Example: the car you see here is a 270R, which arrived at Millbrook shortly before it was registered. But

we also drove a 270S on the road and at the test track. Ostensibly it was the same car, but with a wider body and bigger wheels and no limited-slip differential, but the gap between how they drove was vast. And given the option, it is the narrow-bodied R that remains the one to go for. By a mile.

In the form as tested, it's as close as the Seven remains to the old

There's no substitute for a small-capacity naturally aspirated engine with a lightened flywheel



The 135bhp 1.6-litre Ford engine gives a power-to-weight ratio of 270bhp per tonne; 13in alloys are a must-have no-cost option





The no-frills cockpit is as focused and functional as they come, and the driving position is superb; Momo wheel is tiny – and a £150 optional extra



These seats and race harnesses are part of Caterham's optional £3995 R pack; pile on enough revs and you'll break traction at the rear end



Supersport we ran as a long-terminer a couple of years ago, which I've long thought is as peachy a Seven as they come. The engine is a 1.6-litre Ford Sigma unit making 135bhp, and the R pack adds a wider front track, sports suspension, an adjustable rear anti-roll bar, bigger brake master cylinder, a lightened flywheel and a limited-slip differential, plus some other options – seats, harnesses, and so on – that don't affect the mechanical spec. It adds £3995 to the £19,995 base price. Factor in another £3000 for Caterham to build it and an £800 'on-the-road package' and you have a £27,790 car before other options. Which I'll come to.

On top of all that, alloys of 13in in diameter rather than 15in are an option, but at least at no cost, and you should tick that box because Caterhams have always handled most sweetly on small wheels. Tyres are 175/55 Avon CR500s.

And this one certainly does handle. Our drive was confined to

Millbrook's Hill Route, but given that it was specifically designed to give a car's chassis a tremendous workout, that's no bad thing.

This Seven may have a new name, but the intrinsic character of the old Supersport is still well and truly intact. The driving position is like slinking into a tight bathtub – and sometimes just as wet, from experience – and the footwell snug. But as driving environments go, it's as good as they come. The Seven seats you not far forward of the deDion rear axle and presents the wheel to your chest. If you pulled a pair of braces out in Bobby Ball style, the apogee of your stretch is where the wheel would be. (Autocar: always on the pace with contemporary cultural references.) The position is even better in this Seven because of the optional lower floor (£395).

The engine fires with a pleasing brap and throttle response is deliciously crisp. Try as you might with a turbo, there's no substitute for

a small-capacity naturally aspirated engine with a lightened flywheel. Our test car had the optional six-speed gearbox (£1495), but the stock five-speeder is easily as lovely.

Once you're rolling, the responses are every bit as engaging, precise and instant as you hoped, dreamed or remembered they would be. The ride (race dampers, er, £1525) is hard, but body control is exquisite. Turn-in is sharp and the unassisted, 1.93-turns steering weighty through the tiny (and £150) Momo wheel. Feedback is superb, and it's probably telling you that there's the merest hint of understeer, which can be quelled easily by braking or applying power. You'll need serious revs going to unstick the rear, but on these tyres it's possible, even in the dry. And at all times it's so delicate, so accurate, so *pure* that very little else is so compelling, at any price. Just remember that when you've finished totting up the options prices.

MATT PRIOR



CATERHAM SEVEN 270R

As entertaining as a sports car has a right to be, but option with care and don't think about the cost



Price	£27,790 (built, including R pack and on the road)
Engine	4 cyls in line, 1596cc, petrol
Power	135bhp at 6800rpm
Torque	121lb ft at 4100rpm
Gearbox	5-spd manual
Kerb weight	540kg
Top speed	122mph
0-60mph	5.0sec
Economy	30mpg (est)
CO ₂ /tax band	na



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MG3 Fuel consumption mpg (1/100km) for MG3 Range: Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined 48.7 (5.8), CO2 Emissions 136 g/km.

MG6 Fuel Consumption mpg (1/100km): DTi-TECH Urban: 48.7 (5.8), Extra Urban: 64.2 (4.4), Magnette: 59.0 (4.4), Combined: 57.6 (4.9). CO2 Mass Emission (Combined) 129 g/km.

Models shown - MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. MG6 DTi-TECH TSE in Regal Red at £19,995. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £16,995 applies to the MG6 DTi-TECH S with no optional extras. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. From prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption: figures shown are based on official EU test results and are to be used as a guide for comparative purposes and may not reflect actual driving results. For more information on MG3 and MG6 please visit mg.co.uk

QUICK FACTS

PRICE £37,875
ON SALE JUNE

Mercedes-Benz C350e Sport

20.3.15, San Francisco Latest C-Class gets the jump on its rivals with a plug-in hybrid powertrain

The steady rise of the plug-in hybrid continues with Mercedes' roll-out of the technology in this latest version of the C-Class.

Available in saloon and estate bodystyles, the C350e is the second of 10 plug-in hybrids that Mercedes will launch by 2017, following the S500 Plug-in Hybrid into production.

It's a first in the compact executive segment, beating to market planned plug-in hybrid versions of the soon-to-be-facelifted BMW 3 Series and the all-new Audi A4, which is due to be launched this autumn.

The C350e mixes a four-cylinder petrol engine with an electric motor, all driving the rear wheels through a seven-speed automatic gearbox. The combination results in the typically impressive on-paper figures we're used to seeing from plug-in hybrids. Combined outputs of 275bhp and 442lb ft help to propel the C350e from 0-62mph in 5.9sec and on to a 155mph top speed, all while emitting just 49g/km of CO₂ and returning a

claimed average of 134.5mpg. The car can run on electric power alone for 19 miles, and a full recharge of the 6.2kWh lithium ion battery pack takes up to two hours.

Driving the C350e can be as simple or as complex as you wish. There are five driving modes – Economy, Comfort, Sport, Sport+ and Individual – and on top of that there are four operating modes for the hybrid system: Hybrid, E-Mode, E-Save and Charge.

In truth, that's too much choice. In everyday use, you're never realistically going to be flicking through driving modes to best suit the next few hundred metres of road ahead. Instead, remember you've bought this car because it's a hybrid, put it in Economy and make the most of the hybrid system's four modes.

I say four, but you're really only going to use one: Hybrid. Here you get to drive on electric power alone should you wish, making use of the clever haptic throttle pedal, which

only allows the use of electric power to a certain point of resistance. Push beyond it and the four-cylinder engine kicks in.

The real highlight of the C350e is when you drive it through town on electric power only; it's quiet, smooth and nippy. This really is a thoroughly modern, premium driving experience – so much so that it almost feels like a baby S-Class.

However, that premium halo slips somewhat when the four-cylinder engine kicks in, be it because the battery has run out of juice or you need extra grunt up a hill. It is far too gruff and vocal and feels tuned to the benefit of economy and the detriment of refinement.

The C350e is available only in Sport trim, which means plenty of standard equipment. It includes Mercedes' Airmatic air suspension, which makes for a decent ride, particularly around town, and lessens the impact of the extra quarter of a tonne of mass the hybrid

system adds over a standard C-Class.

Plug-in hybrids hold plenty of appeal. Yes, we know that the way their economy figures are calculated is flawed, but with taxation based around those numbers, this C-Class is not to be overlooked.

This is a car of mixed messages, though. In town, it's as smooth and refined as cars in this segment come, but on the motorway it doesn't reach the same heights. As such, it would appeal to the right kind of city-based or tax-savvy buyer. But in a segment where cars typically cover serious motorway mileage, the C350e is hard to justify for anyone looking for long-distance refinement.

MARK TISSHAW

MERCEDES-BENZ C350E SPORT

Plug-in hybrid C-Class stars around town but disappoints outside the city limits



Price	£37,875
Engine	4 cyls in line, 1991cc, turbo, petrol, plus electric motor
Power	275bhp
Torque	442lb ft
Gearbox	7-spd automatic
Kerb weight	1780kg
Top speed	155mph
0-62mph	5.9sec
Economy	134.5mpg (combined)
CO₂/tax band	48g/km, 5%



The C350e is well equipped and extremely refined in town; a 2.0-litre petrol engine and electric motor combine to make 275bhp



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MAZDA

The official fuel consumption figures in mpg (l/100km) for the Mazda3 range: Urban 37.7 (7.5) - 60.1 (4.7), Extra Urban 58.9 (4.8) - 80.7 (3.5), Combined 48.7 (5.8) - 72.4 (3.9). CO₂ emissions (g/km) 135 - 104.

The mpg figures quoted are sourced from official EU-regulated test results obtained through laboratory testing, are provided for comparability purposes and may not reflect your actual driving experience. Retail sales only, subject to vehicle availability for vehicles registered between 01.01.15 and 31.03.15 at participating dealers. T&C apply. *0% APR finance available on all Mazda3 models over 24, 30, 36 or 42 months. You will not own the vehicle until all payments are made. Finance subject to status, 18s or over. Guarantee/Indemnity may be required. Mazda Financial Services RH1 1SR. Model shown: Mazda3 120ps Sport Nav, OTR from £20,195. Model shown features optional Soul Red Metallic paint (£660). OTR price includes VAT, number plates, delivery, 12 months' road fund licence, first registration fee, 3 year or 60,000 mile warranty and 3 years' European roadside assistance. Test drives subject to applicant status and availability. Details correct at time of going to print. Not available in conjunction with any other offer unless specified.

QUICK FACTS

PRICE £29,995
ON SALE NOW

Zenos E10 S

19.3.15, Norfolk New British sports car firm delivers a serious rival for Ariel, Caterham and Lotus

For a brand new car from a brand new firm, the E10 shoulders much expectation. Conceptually, it is interesting: beneath that open, doorless cabin is a slender aluminium architecture which plays backbone to a carbonfibre composite tub and a subframe that houses, in the case of this range-topping E10 S, a 250bhp 2.0-litre Ford Ecoboost engine between the axles.

But the bloodline also fascinates, it being the product of a Norfolk-based firm helmed mostly by frustrated Lotus and Caterham ship-jumpers. The fruit of their 24-month journey would have been compelling had it remained consigned to beer mats, but here's a car, production ready, road registered and craftily priced.

Better still, the mind-meld of technical expertise has resulted in something unique, with no doors, no roof and an optional windscreen. But inside, where the Elise is all extruded aluminium and sharp edges, an Atom scaffolding and a Caterham the 1950s,

Zenos has moulded a thermoplastic cabin of clever angles and LCD screens. It doesn't feel stripped out; instead, it's harmoniously spartan in a way that could only have been imagined from inside this decade.

No, it isn't put together with a McLaren's tolerances and some of the panels flex like an acrylic bathtub. But the driving position is close to perfect. And the soundtrack colossal. While Zenos may have left the engine tune alone, the Ecoboost's turbo has been rendered a gulping, hissing monster. And because it comes online so early, even gentle throttle inputs have it sucking the oxygen from your ears.

The noise signals the E10's defining party trick: an almost lag-free, industrial bungee rope of peak twist. The S has a torque-to-weight ratio well in excess of that of a Porsche 911 Turbo. However, the thing to get all incredulous about is the way that this manifests at the back axle. The mechanical grip coaxed from each Avon is exemplary, and in dry weather

the chassis splices just the right sort of nonchalance into its hectic getaways.

In something heavier and duller to turn, the adhesiveness might result in a boringly benign attitude on an average B-road, but in a car that weighs 150kg less than an Elise, the sense of balance remains untempered. While it eventually lets go in a manner reminiscent of a Lotus, the experience is more visceral, championed by the blower and channelled through your arms by a steering rack whose scything directness is redolent of a Caterham's.

Into the maelstrom Zenos has spliced the kind of ride quality that can only be gleaned from iron-clad rigidity and low weight. Clearly Hethel's magic carpet couldn't be swiped from the factory, but the E10 is a fine first try. Indeed, with the supreme tractability of the engine and the snickety simplicity of its six-speed gearbox, the resistance to jolts and wayward tracking makes it almost capable of something you'd call

mellow. With ear plugs added, that is.

The E10's ability to give you the confidence to push on one minute, then satisfy the senses the next when you can't be bothered, suggests a level of completeness that Zenos had no right to reach within two years.

It isn't entirely there yet. An Atom is more adjustable and deeply thrilling, a Caterham more involving at the limit and a Lotus that bit more sophisticated. But the E10 slots in among them, apparently preformed at a level that usually requires years of try, fail and try again. It is also priced to pull in buyers who might baulk at the cost of rivals' box-ticking. Time will tell if it pays off, but Zenos looks and feels like the real deal.

NIC CACKETT

ZENOS E10 S

Proves itself to be as accomplished on the road as it is on track – as long as you can live with the noise



Price	£29,995
Engine	4 cyls, 1999cc, turbo, petrol
Power	250bhp at 7000rpm
Torque	295lb ft at 2500rpm
Gearbox	6-spd manual
Kerb weight	725kg
Top speed	145mph
0-60mph	4.0sec
Economy	na
CO ₂ /tax band	na



Cabin's no-frills simplicity has a touch of modern tech; the E10 S blends a surplus of torque with a grippy, communicative chassis





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QUICK FACTS
PRICE £18,995
ON SALE JUNE

Mazda CX-3 1.5 Skyactiv-D

17.3.15, Barcelona Japanese manufacturer enters the fast-expanding small crossover class

The Mazda CX-3 is the latest in a long line of potential alternatives to the Nissan Juke and Renault Captur, as rival manufacturers continue to play a frantic game of catch-up to launch models in the burgeoning market for small crossovers.

Mazda cleverly linked the CX-3 to the recently launched 2 (although the new small SUV is taller, longer and considerably more expensive). This has allowed it to get the car to market relatively swiftly – more quickly, we feel obliged to note, than any of the Volkswagen Group brands.

In truth, the CX-3's asking price is a step above most of the baby crossover crowd. Even the cheapest version – a front-wheel-drive 2.0-litre petrol with 118bhp – will cost £17,595, while the most expensive edition is a four-wheel-drive 104bhp diesel automatic, at a wallet-shredding £24,695.

This is not a cheap small car, then, although Mazda is presumably

relying on solid residuals and appealing PCP finance deals, which account for the majority of retail purchases in this area of the market, to ensure sales success.

Fact is, Mazda sees this car as much as a rival for the next generation of baby SUVs (for that, read VW Group products) as it is for existing models. To that end, it is trying hard to ensure that no CX-3 feels like an entry-level edition. The lowest trim level, SE, brings air-con, a 7.0in touchscreen with DAB and Bluetooth, folding and heated side mirrors and 16in alloys. Stepping up even one level, to SE-L, adds climate control, rear parking sensors, heated seats and rain-sensing wipers.

Whatever the trim, it offers a pretty conventional drive, and that is no bad thing when so many small SUVs fail to deliver even that. The CX-3's suspension set-up is definitely on the firm side – you'll pick up potholes and bridge expansion joints coming through to the cabin,

for example – but the trade-off is better body control than you may expect from a car of this type. The rest of the control weights are solid enough, too, with nicely weighted, accurate steering and the same slick, mechanical gearshift action as you get in the Mazda 3.

Performance is adequate without being stellar. We tried the 1.5-litre diesel that could account for upwards of 30% of UK sales, and it has decent enough reserves of torque at low revs. That's just as well, because the motor has a pretty coarse note if revved much beyond 2500rpm. We also sampled the 148bhp petrol model (which will be available only with an automatic gearbox in the UK) and it's not much quieter when pushed – but it spins up more smoothly.

The cabin is just about big enough for four adults, but taller occupants will complain about leg room if they're confined to the rear for long. The boot is respectable, at 350 litres, but only that; this remains a

jacked-up supermini, not a car that can match a conventional five-door family hatch on practicality.

It can match plenty of them on interior finish, though. There are enough nice flourishes, including padded, double-stitched material on the fascia, for the CX-3 to appear a step above the Captur and well clear of the Juke on perceived quality.

Small crossovers are a curious creation; they're frequently more expensive than their supermini cousins and no more practical. However, the CX-3 does feel like one of the most rounded offerings yet. It's decent to drive, nicely finished and well equipped. For buyers drawn in by its chunky looks, it could well prove to be a very pleasing purchase.

JOHN McILROY

MAZDA CX-3 1.5 SKYACTIV-D

Nissan Juke rival brings a new sense of maturity to the growing small crossover market



Price	£18,995
Engine	4 cyls, 1499cc, turbodiesel
Power	104bhp at 4000rpm
Torque	199lb ft at 1600-2500rpm
Gearbox	6-spd manual
Kerb weight	1200kg
Top speed	110mph
0-62mph	10.1sec
Economy	70.6mpg (combined)
CO₂/tax rating	105g/km, 19%



The interior is a step up from existing rivals in terms of kit and quality; ride is on the firm side, but the CX-3 has good body control



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997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
CAYENNE GTS » 440 BHP
CAYENNE TURBO 4.5 » 565+ BHP
CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 300+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

MERCEDES-BENZ

'63' 5.5 BI-TURBO ALL MODELS » 600+BHP
'500' 4.7 BI-TURBO ALL MODELS » 498+BHP
SL65 BLACK » 720+ BHP (+DE-LIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG » 530+BHP (+DE-LIMIT)
SL63 AMG » 560+BHP (+DE-LIMIT,
RE-MAP & LOWER ABC SUSPENSION)
CL600 BI-TURBO » 580+ BHP
SLK55 AMG » 389 BHP (+DE-LIMIT)
SLK 350 » 328 BHP
220 CDi ALL MODELS » 210+ BHP
250 CDi ALL MODELS » 259+ BHP
320 CDi V6 » 274 BHP
350 CDi V6 » 312 BHP
420/450 CDi V8 » 358 BHP

BMW

M5/M6 F10 » 620+ BHP
M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618 BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M3 E46 » 370 BHP (+DE-LIMIT)
F10 520D » 221 BHP
F10 530D » 296 BHP
F10 535D » 358 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
730D » 290+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 296 BHP
X6 X50i 4.4 » 500+BHP
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M135i Please call for more info

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FERRARI 599 » 647 BHP
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AUDI RS3 » 420+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP
AUDI 3.0TDi (ALL MODELS) » 300+ BHP
AUDI S3 / GOLF R » 317+ BHP
ALL 2014 RANGE ROVERS AVAILABLE
RANGE ROVER 4.4 TDV8 » 395 BHP
R ROVER SPORT 3.0D » 305 BHP
EVOQUE 2.2 DIESEL » 240 BHP
BENTLEY 4.0 T V8 » 600+ BHP
BENTLEY CGT / F-SPUR (INC 2013) » 660 BHP
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QUICK FACTS

PRICE £93,300
ON SALE APRIL

Cadillac Escalade

20.3.15, Zurich Improved, fourth-generation super-sized SUV is set to take on Range Rover in UK

Any self-respecting American rapper will tell you that owning an Escalade is about one thing: showing off. In the UK, however, driving along roads running through anywhere other than the most exclusive postcodes, that brashness is multiplied by 10.

Escalades sell by the bucket load in the US, and Cadillac hopes the improvements it has made to the huge SUV's quality, infotainment, chassis dynamics and safety kit for this fourth generation will cause us to consider it alongside the likes of a Range Rover or Mercedes-Benz GL. But if you were anticipating talk of an aluminium monocoque chassis and new Devon-friendly dimensions, you'll be disappointed. No, Cadillac has stuck with its familiar body-on-frame construction, and the Escalade is now bigger and heavier than ever.

Its V8 is less archaic. It's the same one you'll find in the Corvette and, although detuned, still features cylinder shut-down technology. Plant

your foot and there's a pleasing V8 roar from the exhausts some metres behind you, but while 0-60mph takes 6.7sec, you never really get a sense of it. From inside this near-three-tonne Cadillac, progress feels steadier than the acceleration figures suggest.

Engine refinement is good, though, but it's a shame the standard six-speed automatic gearbox is slow and jerky with anything more than moderate throttle inputs. Thankfully, we're told GM's more advanced eight-speeder isn't too far away.

All Escalades come with Magnetic Ride Control with two settings: Tour or Sport. While damping over large obstacles is generally impressive, even in the more relaxed Tour setting the big Caddy never settles down. Its secondary ride is the issue, with a body that continually fidgets over bumps and ripples.

While body control through tight corners is better than before, even in Sport the Escalade rolls more than a Range Rover or GL. Its steering feels

disconcertingly light around the straight-ahead and artificially heavy off it, too, even at low speeds in town. That isn't ideal when you have almost six metres of car to park.

Inside, there are seven seats, while an eighth is a £360 option. The first two rows have space for adults to stretch out, but on our short-wheelbase model the third row is best left to kids. The load bay is huge, with up 1461 litres behind the middle row, but go for the longer ESV version and that grows to 2172 litres.

From the driver's seat, you'll notice the odd Vauxhall Astra switch, but overall cabin quality is improved. Cadillac's CUE infotainment system is standard, with an 8.0in touchscreen surrounded by haptic menu buttons. This and the standard 12.3in digital instrument display are visually appealing, but using their small buttons and confusing menus can be frustrating.

Everything from sat-nav to massaging front seats, three rear

entertainment screens and tri-zone climate control are included in the hefty price. But even if you like the sound of this improved Escalade, you can't buy one yet. Cadillac is looking to open its sole UK dealer within the next few weeks, but even then there's extremely limited availability and it's left-hand drive or nothing.

Frankly, you should be paying more attention to its rivals. A range-topping V6 diesel Range Rover is around £3000 cheaper and, while not as spacious or well equipped, is a far better way to spend £90,000 on a luxury large SUV. You won't be driving the biggest, brashest luxury SUV money can buy, but for the majority of people in the UK, that'll be just fine, thank you very much.

RORY WHITE

CADILLAC ESCALADE PLATINUM

Improved quality, infotainment and refinement, but still no match for the best luxury SUVs



Price	£93,300
Engine	V8, 6162cc, petrol
Power	420bhp at 5600rpm
Torque	450lb ft at 4100rpm
Gearbox	6-spd automatic
Kerb weight	2751kg
Top speed	112mph
0-60mph	6.7sec
Economy	21.6mpg (combined)
CO ₂ /tax rating	302g/km, 35%



Hefty price tag at least brings plenty of kit and cabin space; the Escalade contains its mass pretty well, but its ride never settles

DEUTSCHE

Audi's new TT S takes on Porsche and BMW rivals in a bid to be the top £40k German sports coupé. **Matt Saunders** dishes out the points

PHOTOGRAPHY STAN PAPIOR



Hostilities can resume. The arrival of the new Audi TT S on British roads calls for the continuation of a contest that will interest a great many sports car fans and that began in Autocar last autumn. So now that what ought to be the definitive version of the TT is filtering into UK showrooms, who makes the best £40k German sports coupé?

Act one of this story concluded quite memorably back in November. The lesser 227bhp turbocharged 2.0-litre TT ran a BMW M235i

close enough to suggest that when Ingolstadt's bigger-hitting compact coupé pitched up – complete with the engine and driveline from a Volkswagen Golf R, no less – Munich's muscle-bound 2 Series could be in real trouble.

We liked the TT S very much on first Continental acquaintance with it even earlier last year, when it showed the kind of alacrity and balance in its handling that very few of Audi's fashionista coupés have ever possessed. But back then, expectations of the Audi as a ➤

MARKS





Under its modernist skin, the TT S employs a Golf R's all-wheel drive and turbo four

← driver's car were understandably low. A full road test of the TT has since confirmed that this is indeed a more engaging and dynamically well-rounded machine than either of its predecessors.

Time to ask the ultimate question, then. Today, there will be no adjournments and no excuses – and there is not only a BMW to beat but also our long-time standard-bearing coupé for driver appeal: the Porsche Cayman. Knowing the previous TT, you may think that trumping both is an unrealistic challenge to set the Audi – and that may yet prove to be true for the new version. But it certainly shouldn't be.

Less than £4000 separates these three cars on list price. Moreover, with our residual value experts suggesting that the market will bring the cars even closer together for

those buying on contract, they can be considered to be well and truly on the same shopping list. For now, the TT S trumps even the Cayman on forecast retained value over a typical ownership period.

Next, an admission. The roles that the TT and M235i are intended to serve are subtly but significantly different from that of the Cayman, but, if anything, that fact will help us over the next few pages. In order to win, the Audi will need to be as broad-batted, usable and obliging over long distances as the other 'performance coupé' standing in its way: the BMW. Simultaneously, it'll need to be a match for the 'sports car', the Porsche, on dynamic poise and engagement.

The newbie doesn't start in a bad place. Despite being two cylinders down on its rivals, the Audi has the best power-to-weight ratio here.

Guiding the TT S to an apex and onwards down the road is absurdly easy

Quattro drive makes it quick off the mark as well. Had we been supplied with perfectly matched two-pedal automatic test cars for this exercise, the TT S would have the quickest 0-62mph claim by a couple of tenths of a second. Wider use of aluminium and other lightweight materials has brought the Audi's kerb weight to within 35kg of the two-seat Cayman's.

It also delivers a key performance advantage over the relatively portly M235i, in spite of the BMW's distinguishing power and torque outputs. To BMW and Audi drivers, you suspect, bragging rights are not unimportant. Meanwhile, relatively modest outputs mean that Cayman drivers will have little to brag about apart from the Porsche crest on their keyring.

The Audi's shrink-wrapped, compact looks and ground-hugging

stance contrast as starkly with the BMW's more old-school three-box shape as they do with any other car on the road. There seems little point debating which is the better-looking car of the two, since they're so different. Traditionalists and modernists will inevitably be drawn to either side of the argument.

Handily, the elegant Cayman makes the comparison redundant anyway, because it's the best-looking and most desirable car of our three by a distance. Natch, Porsche.

But on usability and cabin quality, the TT claws back its early advantage. As we've written before, the Audi's interior has a brilliantly judged and executed mix of material richness and technological sophistication. It's architecturally and ergonomically daring but comfortable with it and, but for a few places, easy to



BMW and Porsche both send six-pot power rearwards



TT S can be driven very quickly, but the Cayman is more fun



In a race to 62mph, the M235i is the most rapid here

use. It looks and feels not just more expensive than the M235i but also infinitely more special, the BMW showing its junior executive car roots through its broadly pleasant and solid but straight-jacketed fittings.

The Cayman's interior, too, is made to look dated and even a little cheap in places by the brilliant Audi. The Cayman's driving position is best, followed closely by the TT's, while the M235i's feels precariously high.

But there's no mistaking the considerable difference between the Porsche and its competition on practicality. This is sports car versus performance coupé, remember. No amount of underbonnet storage space would make up for the Cayman's lack of rear seats on occasions when you had need of one. Likewise, its refusal to swallow bulkier items such as

bicycles or big suitcases could offend.

Although it has a bigger boot and bigger back seats than the Audi, even the BMW is beaten on practicality by the TT's ultra-convenient hatchback and easily flipped rear seatbacks. Lucky for the BMW, then, that everyday usability has more to do with the temperament and civility of a car than its mere capacity to carry.

It's here, in mixed real-world use, that the M235i – which has barely made an impression in this comparison thus far – begins to show its strength. There is a breadth and range to the BMW's dynamic character that the Audi fails to match and that you simply wouldn't expect from a car like the Porsche.

Around town and on the motorway, the BMW is the most comfortable car of the three. There

is quiet compliance in its ride, good road noise suppression in its cabin and suaveness from its engine when you go looking for it. Such things matter, because they're the heart and soul of a talented grand tourer. More than anything else, they make you inclined to use your car every day, for every journey and purpose you can imagine it serving. And the truth is that the M235i can do it all: urban rush hour, a relaxing cruise or a pacey cross-country excursion. You can enjoy the muscularity of its engine and the meatiness of its controls at any time.

The TT S feels instantly firmer-riding and more direct than the BMW – shorter in its suspension travel, more eager to convince you of its sporting intent. Over a bad surface, the suspension can

thump and jar in a fairly uncouth way. But its body control is always strong and its handling response likewise – better in both cases, believe it or not, than the M235i.

The TT S wants to be driven quickly or not at all. Its steering is fast-paced but also light, its gearlever and clutch equally undemanding. Everything about the car, barring the short gear ratios, is set to make a fast stride easy to hit and easy to maintain.

Grip levels are high and very little marginal lateral impetus is wasted in body roll during hard cornering. Set up to be secure, the car doesn't quite dive into bends, but guiding it towards an apex and onwards down the road is absurdly easy. Leave your braking late as you approach and the TT shows its biddable side as →



For interior class and design, the Audi wins hands down; the Porsche has the best driving position of this trio, though; BMW's compact executive car roots are evident inside



Each of these three comes in at under £40k as standard

◀ you bleed off the pedal and turn in, pointing its nose gamely inwards. Then pick up as much power as you like, as early as you like. The four-wheel drive system keeps the front wheels on course, there's loads of lateral grip available to carry the speed, the suspension makes short work of any mid-corner disturbances you chance across, and the one thing you can be sure of is throttle-on stability.

That, in the strictest terms, is how a TT S goes about outhandling an M235i on a testing B-road. It may be less charming and more one-dimensional than the BMW, but it's a clear lesson to Munich on close body control, steering precision and predictability – of simply going where you point it.

The M235i has a better engine than the TT S, and it's the better drive up to about a seven-tenths effort level. Up to that point, it flows more fluently between corners and over bumps than the Audi and feeds back in information to your fingertips in more detail.

But beyond that point, the BMW's hold on the road and its ability to keep its body movements in check both begin to fade. The suspension

is too easily flummoxed by sudden topography changes, too often caught out and set bobbing over its rear axle, the consistency of its grip levels suddenly undermined.

Bottom line: the M235i isn't well damped enough for very fast road driving, and waiting for the body to settle in any given corner before you engage the driven rear wheels can be frustrating. When you do, the car also has too great a liking for power-on understeer than truly suits a BMW performance machine.

But the fact remains – to some extent because of its dynamic faults rather than in spite of them – that the M235i is a more rewarding car to drive than the TT S. The Audi is hugely competent, but its dynamic allure isn't nearly as long-lasting. An hour of Need For Speed-aping, supremely easy cross-country driving tells you everything you'll ever know about the TT S's capacities. By that stage, you'd still be teasing and cajoling the BMW, long since disappeared from the Audi's rear-view mirror, trying to find the perfect style and pace to maximise your confidence in the car and your enjoyment of it. The last of those, I



Cayman has to tail an M235i only if its driver wants to



Distinctive wheels on the Audi are 19in, tyres 245/35s





Audi TT S vs rivals Comparison			
	1 Porsche Cayman	2 BMW M235i auto	3 Audi TT S
RATING	★★★★★	★★★★☆	★★★★☆
Price	£39,694	£36,080	£38,790
0-62mph	5.7sec	4.8sec	4.9sec
Top speed	165mph	155mph (limited)	155mph (limited)
Economy	33.6mpg (combined)	37.2mpg (combined)	39.8mpg (combined)
CO₂ emissions	192g/km	176g/km	164g/km
Kerb weight	1405kg	1545kg	1440kg
Engine layout	6 cyls horizontally opposed, 2706cc, petrol	6 cyls in line, 2979cc, turbo, petrol	4 cyls in line, 1984cc, turbo, petrol
Installation	Mid, longitudinal, RWD	Front, longitudinal, RWD	Front, transverse, 4WD
Power	271bhp at 7400rpm	322bhp at 5800-6000rpm	306bhp at 5800-6200rpm
Torque	214lb ft at 4500-6500rpm	332lb ft at 1300-4500rpm	280lb ft at 1800-5700rpm
Power to weight	193bhp per tonne	208bhp per tonne	213bhp per tonne
Specific output	100bhp per litre	108bhp per litre	154bhp per litre
Compression ratio	12.5:1	10.2:1	9.3:1
Gearbox	6-spd manual	8-spd automatic	6-spd manual
Length	4380mm	4432mm	4177mm
Width	1801mm	1774mm	1832mm
Height	1294mm	1418mm	1343mm
Wheelbase	2475mm	2690mm	2505mm
Fuel tank	64 litres	52 litres	55 litres
Range	473 miles	426 miles	482 miles
Boot	184 litres (r), 150 litres (f)	390 litres	305-712 litres
Front suspension	MacPherson struts, coil springs, anti-roll bar	MacPherson struts, coil springs, anti-roll bar	MacPherson struts, coil springs, anti-roll bar
Rear suspension	Multi-link, coil springs, anti-roll bar	Multi-link, coil springs, anti-roll bar	Multi-link, coil springs, anti-roll bar
Brakes	315mm ventilated discs (f), 299mm ventilated discs (r)	Ventilated discs, sizes unspecified	Ventilated discs, sizes unspecified
Wheels	8Jx19in (f), 9Jx19in (r)	7.5Jx18in (f), 8Jx18in (r)	8.5Jx19in
Tyres	235/40 ZR19 92Y (f), 265/40 ZR19 98Y (r), Goodyear Eagle F1 Asymmetric2	225/40 ZR18 88Y (f), 245/35 ZR18 92Y (r), Michelin Pilot Super	245/35 ZR19 93Y, Hankook Ventus S1 Evo2

TT S has better handling response than the M235i

suspect, would end up comfortably outstripping that of the TT, but the M235i will only ever give back what you're prepared to put in.

There's no such need to probe away for hours at the wheel of a Cayman. Within three corners, the mid-engined machine sets itself miles apart from the Audi and BMW on poise, precision and interactivity. And if that sounds like a footnote within the broader narrative sway of this story, so it should. You'd have read about this car in far greater detail by now if the TT S had ever even looked like approaching the Porsche's lofty mark on handling panache. But the truth is that however improved it may be, the Audi remains a prosaic and textureless kind of sports car, and the BMW a more diverting but dynamically imperfect one, in the dazzling light that the Cayman throws out.

Although it's armed with less of everything – power, torque, speed, grip and roll stiffness – the Cayman does more. Initial steering response is cleaner, cornering balance is infinitely sweeter and the delicacy of your control over the path of the car is acute and wonderful. The

visceral last 1500rpm of the flat six's repertoire make the 5000 revs immediately before worth having. All up, the Cayman's driving experience is totally immersive, whereas the TT's and the M235i's are only partly so.

A surprisingly pliant ride, decent fuel economy, two reasonable boots and a generous-sized fuel tank make the Cayman a surprisingly usable sports car – but it's a sports car nonetheless. It wins this test because it's easily the most intoxicating car here to drive, and that'll always clinch an Autocar verdict where performance cars are involved.

But losing to the Porsche won't ruffle many feathers for the TT's creators. Losing so narrowly to the M235i, despite having done enough to outclass its key competitor on cabin ambience, performance, practicality and handling precision, will rankle – but that, despite the preamble to this story, is where we've ended up. The TT has come a long way but evidently still has some maturing to do before it can maintain the interest of people keen to look past esoteric design and bald performance numbers for the soul of a true driver's car underneath. **A**

TRIPPING THE LIGHT FANTASTIC

EDAG's Light Cocoon concept is clad in fabric made by a clothing manufacturer and its major components are 3D printed. **Jesse Crosse** investigates whether such a revolutionary car could ever become reality

Saving weight is now arguably the top priority for car makers to cut fuel consumption and increase the range of electric vehicles. But saving it using conventional methods and materials is becoming increasingly difficult and more expensive.

German specialist EDAG Engineering claims to have developed a revolutionary way of building ultra-lightweight cars at a fraction of the cost. It combines several new technologies: large-scale 3D printing for components and the creation of a high-strength, flexible all-weather fabric for the exterior.

The company showcased its work in a vehicle called the EDAG Light Cocoon at this month's Geneva

motor show. The new process has the potential not only to build lighter cars but also to make massive savings on manufacturing start-up costs while slashing lead times on new models.

3D printing, also known as 'additive manufacturing', turns a three-dimensional computer-aided design (CAD) model into reality and takes a number of forms. The Light Cocoon is made using Stereolithography (SLA), where ultraviolet lasers solidify resin in ultra-thin layers until a complete object is formed. Metal objects are made using a similar process called Selective Laser Sintering (SLS), where metal powder replaces the resin.

For industrial use, 3D printable metals using SLS include steel,

titanium, aluminium and copper. Once formed from the powder, the end result "is almost as strong as the base material", says Martin Hillebrecht, head of the competence centre for lightweight design at EDAG. "It is weldable and fatigue capable." He also foresees the possibility of fibre-reinforced plastic components being produced.

Applied to an entire car, additive manufacturing could be used to create a modern take on spaceframe construction, taking its cues from nature. The delicate-looking but rigid framework of the Light Cocoon echoes the web-like skeleton of a leaf, and the side members visible beneath the fabric skin resemble the inner structure of a bird's bone.

Fabric skin? The Light Cocoon is clad in a specially developed high-strength, all-weather fabric developed by outdoor clothing and equipment manufacturer Jack Wolfskin. 'Light' is a play on words, because the concept not only weighs much less than a car made from steel or aluminium but the skin can also be lit from the inside by LEDs. This virtual paint means the owner can change the colour of the car at will by tapping a touchscreen or smartphone app.

A fabric covering seems delicate and prone to damage by bumps or vandals, but EDAG reckons it's no more sensitive than a convertible roof or a painted steel or aluminium skin and is repairable with new sections. The fabric is washable and the show car has a washing instructions label like any piece of clothing.

It's flexible, too – so flexible that it can allow the structure of the car to change shape beneath it. An adjustable spoiler can be increased in size without revealing any gaps, the skin stretching to accommodate the change. This concept could be easily applied to changing the car's

Fabric skin stretches so you can change the car's shape as desired



Structure takes its cues from nature



shape, giving owners the option of altering a car's style and colour at will.

The idea seems fantastic, but EDAG says it is founded in reality and it's just a matter of time before laser additive manufacturing literally grows to fit the role. Components are already made for the aerospace industry this way today, although the size of components is limited. "Machines have increased from 350mm to 650mm in just two years," explains Hillebrecht, and the trend continues. EDAG believes larger interior parts, such as instrument panels, could become a reality in five years' time and complete cars could be made this way 20 years from now.

One drawback is the time taken by the printing process, but in the next 10 years, Hillebrecht continues, "we

expect the process speed to increase by 100". The potential cost saving for car makers adopting such technology, were it to become a large-scale reality, could be substantial.

In setting up conventional production facilities to produce a new car today, manufacturers must invest millions in tooling. This takes the form of expensive steel moulds for pressing body panels and machine tools. Using this process, pressing body panels would become a thing of the past, as would the moulds used to press them. And as for machining, "one laser additive system machine can replace 17 milling machines",

says Hillebrecht. The same machine could produce any shape and style of body without retooling, the only change being the CAD file downloaded to it. It is expected that the first whole-body applications would come from smaller-volume manufacturers "where tooling investment is a major decision".

Additive manufacturing would enable complete body structures to be produced from a single process, with other components being made individually. Other challenges will include overcoming NVH (noise, vibration and harshness, including

wind noise), but Hillebrecht says the same rules apply in relation to isolating occupant space from noise and vibration as they do with other materials.

EDAG says there has been considerable interest from vehicle manufacturers in the concept, which also featured at the Inside 3D Printing conference in Berlin this month.

"It seemed like every car maker was represented at the conference," Hillebrecht concludes. "I believe that industrial applications follow the consumer market, so this is not just hype. It is an industrial revolution." □

Suzuki Celerio

Does Suzuki's new city runabout have what it takes to succeed?

MODEL TESTED 1.0 SZ4

- Price £8999 ● Power 67bhp ● Torque 66lb ft ● 0-60mph 12.9sec ● 30-70mph in fourth 31.6sec
- Fuel economy 53.5mpg ● CO₂ emissions 99g/km ● 70-0mph 52.6m

WE LIKE Modestly engaging handling ■ Typically thrifty ■ Accommodating, hard-wearing interior



PHOTOGRAPHY LUC LACEY
● If you felt inclined to highlight the Celerio's almost wilful lack of style, it wouldn't be unreasonable to start at the ill-proportioned and unreasonably ugly headlights.



● There are precious few differences between SZ3 and SZ4 trim, but one is the addition of front foglights on the higher-grade model.



● The days of cheap city cars being sold with steel wheels are almost behind us. The Celerio comes with 14in alloys by default, although the SZ4 gets them in polished fettle.

For a small car made by a bit-part player in the global car market, the Suzuki Celerio has already had a disproportionately large amount of coverage in Autocar – and that's not counting the eight pages you're about to read.

The Celerio might have justified much of that coverage all on its own and in the usual ways, by virtue of being new, interesting, practical and appealingly well priced. We've come to expect nothing less from Suzuki – and we'll cover those many facets in detail over the next couple of thousand words. Suffice it to say for



● Bask in the glow of those body-coloured door mirrors, SZ4 owners. SZ3 owners have to make do with black plastic ones. They can't adjust them at the push of a button, either.

now that this isn't just another city car but a sign of new-found ambition and imagination from Japan's maverick supermini and 4x4 specialist.

And yet, as regular readers will know, it has also had a UK market launch marked by controversy. The Celerio provided a welcome reminder of the need for independent and thorough testing when, six weeks ago during our own performance benchmarking session, it failed a routine emergency braking test. Two test cars suffered the same brake linkage failure on the same day, leading to a collapsed pedal, when



Suzuki quickly fixed the brake pedal fault

required to execute a maximum-pressure, ABS-assisted stop from 70mph. It's a clear example of a safety-critical mechanical defect being flushed out by what we still believe

to be the most thorough assessment of a new car carried out by any car magazine anywhere in the world – and, mercifully, before it was allowed to endanger lives on UK roads. Which, in a rarely necessary but important sense, is what we're here for.

Acting with laudable speed, Suzuki subsequently investigated the problem, recommissioned the part at fault, retro-fitted it to cars in UK dealer stock and delivered a third Celerio to Autocar HQ that would, Suzuki assured us, handle any abuse that we could throw at it. It's the final, right-hand-drive,

'Autocar-specification' Celerio with the updated brake linkage about which you're now reading.

So, putting its smartly resolved teething problem to one side, what kind of renewed threat can Suzuki present to the increasingly talented elite in the city car class? From the Celerio's launch, there will be just two trim levels (SZ3 and SZ4) and one petrol engine – slim pickings when you consider the broader line-ups of its rivals. But the top-specification Celerio – tested here – is cheaper than most rivals' entry-level options. A good place to start, then. →

WE DON'T LIKE Bland styling ■ No choice of engines for now ■ Cheap plastics



● No, that's not the Celerio giving you a knowing rouge wink. It's the rear foglight. The reversing light occupies the space on the other side.



● As attempts to hide the exhaust pipe go, the Celerio's is a little half-hearted. Its bashful tailpipe is visible from more angles than one would ideally want.



● Normally, we don't like to see handles plastered on the back of anything smaller than a Land Rover Discovery, but here it suits this car's basic honesty.



● There is no trim designation badging for the Celerio, which is probably wise, given the shallow difference in spec and limited engine line-up.



● No one expects a multitude of steering wheel controls on a city car, so the Celerio keeps it simple: you can make a call, hang up and access Bluetooth.



● The Celerio barely bothers with the concept that its 12V and USB sockets need to be tucked away.



● Time surely isn't on the side of the manual fuel filler flap release. Which is good, really, after you've spent five minutes hunting for it in the driver's footwell.



MULTIMEDIA SYSTEM

Bluetooth and a DAB tuner are standard with SZ3 and SZ4 spec, but the more expensive trim gets four speakers instead of two. Either way, you don't get a fancy touchscreen, which is fast becoming de rigueur among high-end city cars.

Suzuki continues to favour the digital alarm clock approach to presentation, which is fine – allowing for the fact that finding a radio station

or placing a call requires a certain amount of hunting-around-in-the-dark button pushing. The fact that it's nav-less, app-less, net-less and strictly two-tone fades pretty quickly into the background, too.

Note to Suzuki, though: for a few extra pennies cleaved from the bottom line, we'd be happy to see the CD player disappear. Older people now have Bluetooth-enabled smartphones too – we promise.

DESIGN AND ENGINEERING



The Celerio's key selling points are its greater-than-average size and the added usability that brings. Suzuki has positioned the car at the larger end of the microcar class, making it longer and taller than almost every direct competitor. And although it is only averagely wide, the Celerio also provides an extra seatbelt, which makes it a rare five-seater in a segment where space for four is the norm. That's the theory, at any rate. The reality will be assessed by our tape measure in due course.

The car is built from a new high-strength steel platform designed above all else for packaging efficiency. The suspension has likewise been configured to free up space in the car, with a class-typical MacPherson strut-type suspension figuring up front but a new torsion beam arrangement at the rear with what Suzuki calls "flattened ends" that make for greater underbody strength as well as a lower boot floor.

The Celerio's styling is intended to

imbue it with a more distinguishing air of quality than is evident in some of Suzuki's other recent offerings. The conjoined chrome grille and headlights and deeper-sculpted styling features, which cross several panels in some cases, combine to make this a fairly attractive car but not an outstanding one. Above all else, the Celerio lacks a bit of distinguishing visual charm of the sort that the Toyota Aygo and Renault Twingo trade on, and it's a conspicuous absence.

For the moment, the model range is simple and it is due to get only mildly more complex later on. Right now, there are only two trim grades – SZ3 and more generously equipped SZ4, as tested – and one engine/gearbox option: Suzuki's 'K10B' 1.0-litre three-cylinder petrol engine, driving through a five-speed manual gearbox. Made slightly lighter and lower on friction than the version in the Alto and Splash, the motor produces 67bhp and 66lb ft of torque and emits 99g/km of CO₂ – competitive stats, but no great shakes.

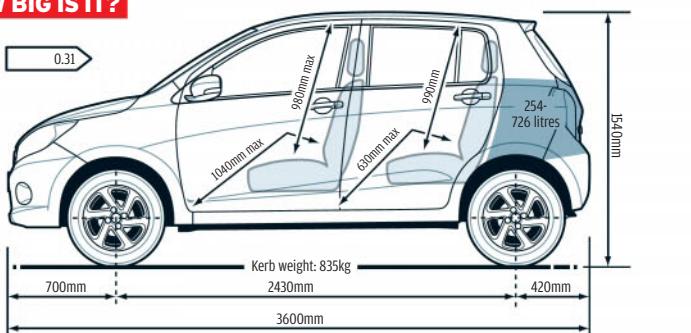
Later this spring, a Dualjet version of the same engine will be offered. It will have a higher compression →



● Unsurprisingly, given the car's stance, you sit quite high in the Celerio. Elbow and shoulder room are reasonable, as are the bouncy comfort levels of the seats.



● Tall occupants will most likely find their knees in contact with the car, but the packaging is proficient enough to make moderate journeys easily bearable.



VISIBILITY TEST

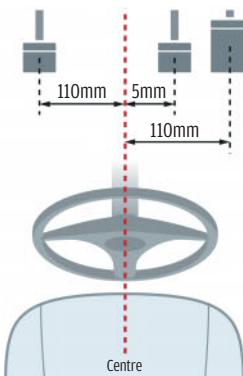
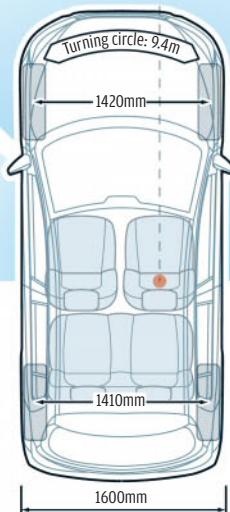
As you might expect from an upright city car, the visibility is pretty good, even if the A-pillars aren't as slender as they might be.

HEADLIGHTS

The huge volume of the headlight unit doesn't translate into a massively well-illuminated spread, but the effect is serviceable.

WHEEL AND PEDAL ALIGNMENT

You can hardly fault the Celerio for symmetry. Clutch pedal could be a gnat's wing farther left, perhaps. Brake pedal is now appropriately solid.



● The boot floor is a long way below a sizeable lip, although it's a decent length proportionally and looks custom built for a couple's weekly shop.

ratio, a new fuel injection system, cooled exhaust gas recirculation and an automatic starter-generator. That should cut the Celerio's CO₂ output and boost fuel economy to segment-topping levels – and it will be offered with an automated manual gearbox as well as in three-pedal form.

INTERIOR



Suzuki dashboards, no matter where they are encountered, all tend to feel about the same. The Celerio's well-ordered collage of cut-rate black plastic is par for the course – as is the kind of hard-boiled durability that you'd expect from a toddler's play set.

Handsomeness, of the upmarket sort striven for by European designers, appears to be of peripheral concern. Instead, Suzuki seeks merely to put everything in its proper place

and then ensure that whatever it is functions correctly for the next 10,000 or so clicks and twirls.

At the Celerio's price bracket, we're inclined to favour such simplicity. Better that, for example, than a PSA Peugeot Citroën designer's idea of quirkiness. Of course, it's practicality that defines how the Celerio looks from the outset. That apple-box squareness is the result of keeping the roofline from slanting at the rear.

As promised, the resulting head room is plentiful. However, the number of potential occupants implied by the middle seatbelt is less credible. With two man-sized road testers in the back row, even a Lilliputian would struggle to fit in the modicum of daylight left in between. In fact, with the opposing seatbelt buckles less than 25mm apart, it's tough to imagine the person – one presumably too large for a child's seat – Suzuki envisages filling such a perch. Assuming it's left

empty, the remaining passengers are well catered for. Taking for granted the usual city car limitations, adults won't have cause to complain during modest journey times.

If it rivals the best with its back row, beyond it Suzuki claims to have exceeded them. Thanks to a low boot floor (aided by the absence of even a spacesaver), the firm claims a class-leading 254-litre capacity with the seats up. That's only a fraction more than the Volkswagen Up's figure (and, at 726 litres with the seats down, well shy of its rival's 959-litre total capacity) but any advantage over the segment's consummate all-rounder is probably worth shouting about.

PERFORMANCE



It stops just fine. That's the most important thing to know about

the Celerio's performance, but you wouldn't have expected it any other way after it received the remedial work that it was due. Taking a touch over three seconds to come to a standstill from 60mph is above average, as is wanting 52.6m to come to halt from 70mph, but in brake pedal feel and outright retardation, we've really no qualms about the way the Celerio stops.

In fact, it stops rather more quickly than it goes, although, given the market it's in, this shouldn't be taken as a criticism, either. Although the 1.0-litre triple that powers the Celerio is incapable of putting it to 60mph any faster than in 12.9sec or, more relevantly, from 30-70mph in anything less than 14.3sec (31.6sec in fourth gear), it is a willing and relatively responsive companion. It's quiet and smooth and revs extremely cleanly to its 6000rpm rev limiter. That it will still pull 60mph in second

TRACK NOTES

For 'track' notes, read 'safety and stability' notes, really, because that's what we're out to test in cars like the Suzuki Celerio.

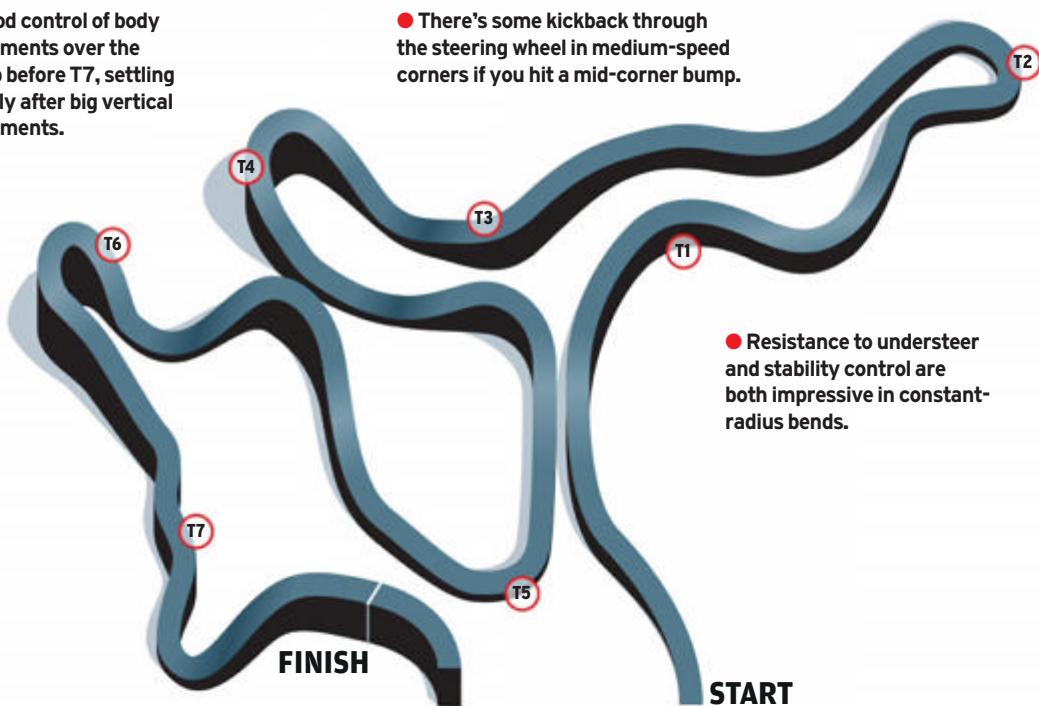
The car delivers, too, and not just on being safe and stable, which it manages in all circumstances. Body movements are also tightly controlled, and although the overall balance is mild understeer – as it should be – deep down there's decent chassis control at work here – more so than the car probably strictly needs, but welcome. The Celerio isn't just a dependable companion, with decent poise and the agility offered by its light kerb weight. It's also a genuinely good fun car.

Its unswitchable stability control system is very well set up, allowing the car to be driven to the edge in emergency manoeuvres and then cutting both in and out extremely quickly to minimise its intrusion. The same is true of the ABS.

● Good control of body movements over the hump before T7, settling quickly after big vertical movements.

● There's some kickback through the steering wheel in medium-speed corners if you hit a mid-corner bump.

● Resistance to understeer and stability control are both impressive in constant-radius bends.



ACCELERATION

6deg C, wet (Celerio), 12deg C, damp (Twingo)

Suzuki Celerio 1.0 SZ4

Standing quarter mile 19.2sec at 71.9mph, standing km 35.7sec at 87.6mph, 30-70mph 14.3sec, 30-70mph in fourth 31.6sec



Renault Twingo 1.0 SCe Dynamique (2014)

Standing quarter mile 21.8sec at 65.8mph, standing km 39.4sec at 82.2mph, 30-70mph 19.1sec, 30-70mph in fourth 33.2sec



BRAKING

60-0mph: 3.03sec





The ride is supple and straight-line stability is reassuringly good



It's remarkably thrifty at the fuel pumps. Overall, the True MPG testers registered 53.5mpg

gear, despite this relatively low rev limit, means that it has sensible gearing for longer journeys. It spins at a shade over 3000rpm at 70mph in fifth gear and, being a triple, sounds lazier than a four-pot would at the same revs, so it's actually a respectable motorway companion. It even resists the need to be dropped into fourth on long motorway inclines.

The Celerio is also remarkably thrifty at the fuel pumps. Overall, the True MPG testers registered 53.5mpg, which is a very decent result indeed. Even if you thrash the living daylights out of it, like you would only if it were a hire car, it's unlikely ever to drop below 40mpg.

RIDE AND HANDLING



It's not uncommon for city cars to do one of these things well at the expense of the other, but the Celerio has a surprising and very welcome array of abilities beneath its skin.

Surprise number one is the ride, which is firmer than you might expect around town but never approaches

harshness. Instead, it has the kind of supple yet controlled body movement that you might expect of, say, a small Ford. It's composed and secure, although a Ford would back that up with steering that was more positive, secure around the straight-ahead and faster off it than the Suzuki's, which does require you to wind some lock off at slow speeds, rather than self-centring of its own accord.

Raise the speed, however, and the Celerio still impresses, with good straight-line stability making it a decent long-distance car and one that retains good body control should you turn away from the motorway and onto a decent back road. That its body doesn't weigh a great deal – the claimed kerb weight is only 835kg – is an obvious help with that, but light bodies don't always make for smooth-riding bodies, so the Celerio is a fine blend.

In fact, it's really respectably engaging to row along on good roads. The gearshift, which doesn't have a great deal of torque to deal with, is one of the best on any production car – it's so slick and precise – and control weights are all positive and largely

well judged. If it were a car designed for the likes of us, we'd have preferred a steering system that's a touch heavier and certainly faster, but for the market at which it's aimed, it's not far wrong.

BUYING AND OWNING



The low cost of ownership will be the clincher for most Celerio owners, who'll be private individuals spending their own cash and sensitive to retained value, cost of insurance and fuel economy.

In isolation, the news on residual fortitude doesn't look good, with our sources suggesting that the Celerio will retain a smaller proportion of its showroom price than most rivals. But in actuality, just under 40% retained value after three years on a car as well equipped as a Celerio SZ4 that costs between £1500 and £2000 less than its like-for-like competition isn't something to complain about.

The Celerio's UK insurance group rating may be, though. With plenty of city cars rated in groups one and

two, the Suzuki suffers with a punitive group-seven classification. For a typical 35-year-old UK driver, that'd be the difference between an annual renewal premium of £280 and £350. Younger and higher-risk drivers who may very well take the Celerio for the perfect insurable car could well pay more dearly for their mistake.

There's better news in that, whichever Celerio you buy, it'll qualify for a free band A tax disc, with all models emitting less than 100g/km of CO₂. Plenty of rival city cars still miss that mark, and although the walk up to bands B and C is hardly significant, it is an additional running cost nevertheless.

As for equipment, the Celerio is on firm ground thanks to the standard fitment of a DAB tuner and Bluetooth – items that we now consider essential to any new car purchase. However, there's precious little beyond the basic kit list, meaning that affluent downsizers – happy to cross off upmarket optional items like sat-nav and climate control – will not find their every whim catered for. Cheap and cheerful, in hearteningly honest fashion, remains the Suzuki way. →

SUZUKI CELERIO 1.0 SZ4

On-the-road price	£8999
Price as tested	£9414
Value after 3 yrs/36k miles	£3525
Contract hire ppcm	na
Cost per mile	na
Insurance/typical quote	7E/£349

EQUIPMENT CHECKLIST

14in alloy wheels	■
Isofix mountings	■
Tyre pressure monitor	■
Manual air conditioning	■
Rear wiper	■
Bluetooth connectivity	■
Front foglights	■
Electrically adjustable door mirrors	■
DAB tuner	■
USB socket	■
Headlamp levelling	■
Electric windows, front and rear	■
Ablaze Red metallic paint	£415

Options in **bold** fitted to test car

■ = Standard na = not available

RANGE AT A GLANCE

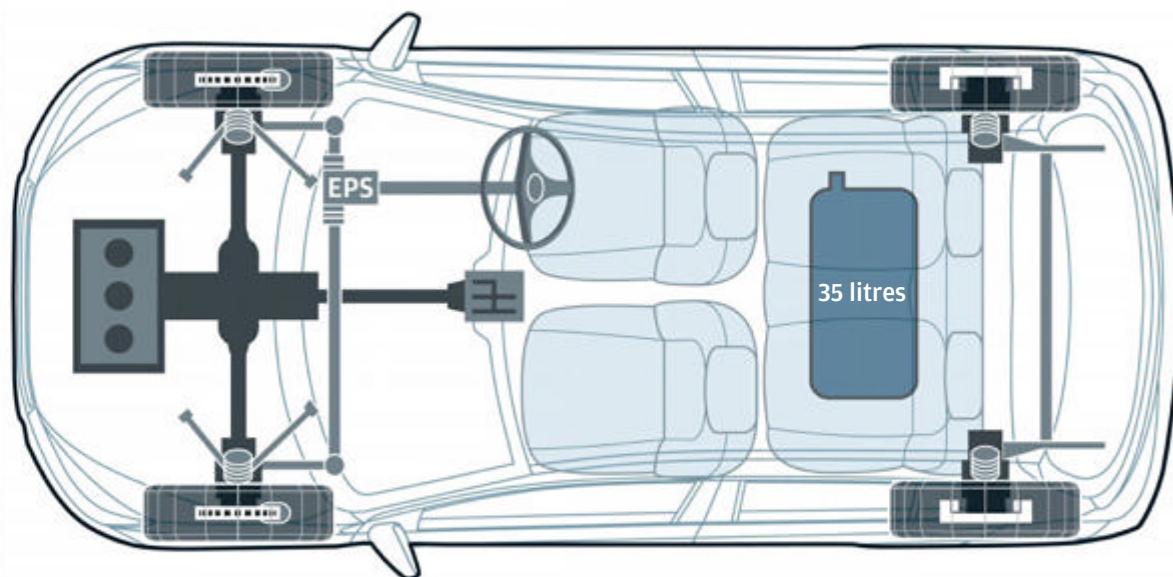
ENGINES	POWER	FROM
1.0 SZ3	67bhp	£7999

TRANSMISSIONS

5-spd manual	■
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TECHNICAL LAYOUT

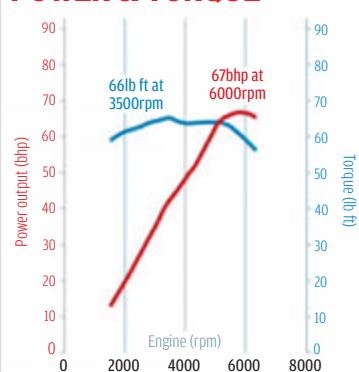
Judicious use of high-strength steel helps to keep the Celerio light on its feet, as does the three-cylinder petrol engine in the nose. That motor drives the front wheels via the standard five-speed manual gearbox; a robotised manual is coming later. MacPherson strut front and torsion bar rear suspension are the city car standard, as is electric power steering.



ENGINE

Installation	Front, transverse, front-wheel drive
Type	3 cyls in line, 998cc, petrol
Made of	Aluminium head and block
Bore/stroke	73.0mm/79.5mm
Compression ratio	11.0:1
Valve gear	4 per cyl
Power	67bhp at 6000rpm
Torque	66lb ft at 3500rpm
Red line	6000rpm
Power to weight	80bhp per tonne
Torque to weight	79lb ft per tonne
Specific output	67bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	835kg/na
Drag coefficient	0.31
Wheels	5Jx14in
Tyres	165/65 R14, Bridgestone Ecopia EP150
Spare	Repair kit

TRANSMISSION

Type	5-spd manual
Ratios/mph per 1000rpm	
1st	3.54/5.2
2nd	1.90/9.6
3rd	1.28/14.3
4th	0.96/18.9
5th	0.81/22.4
Final drive ratio	3.65

ECONOMY

TEST (TRUE MPG)	Urban	50.5mpg
Extra-urban	56.6mpg	
Average	53.5mpg	
CLAIMED	Urban	55.3mpg
Extra-urban	76.3mpg	
Combined	65.7mpg	
Tank size	35 litres	
Test range	411 miles	

SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar
Rear Torsion beam, coil springs, anti-roll bar

STEERING

Type Electrically assisted rack and pinion
Turns lock to lock 3.5
Turning circle 9.4m

BRAKES

Front 220mm ventilated discs
Rear Drums
Anti-lock Standard with EBD and brake assist

CABIN NOISE

Idle 45dB Max revs in third gear 76dB
30mph 64dB 50mph 67dB 70mph 70dB

ACCELERATION

MPH	TIME (sec)
0-30	3.9
0-40	6.5
0-50	9.3
0-60	12.9
0-70	18.2
0-80	24.7
0-90	39.4
0-100	-
0-110	-
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

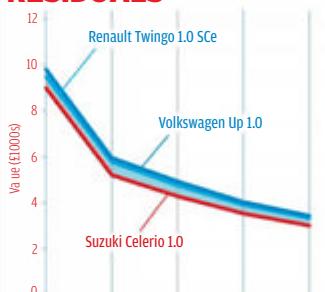
ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th
20-40	5.5	9.9	16.7	-
30-50	5.8	9.8	15.0	22.1
40-60	-	10.3	15.0	23.0
50-70	-	11.1	16.6	25.0
60-80	-	13.0	20.4	-
70-90	-	-	-	-
80-100	-	-	-	-
90-110	-	-	-	-
100-120	-	-	-	-
110-130	-	-	-	-
120-140	-	-	-	-
130-150	-	-	-	-
140-160	-	-	-	-

MAX SPEEDS IN GEAR

31mph	86mph	96mph*
6000rpm	6000rpm	4278rpm
1	3	5
2	4	
58mph	96mph	
6000rpm	5071rpm	
*claimed		
RPM in 5th @ 70/80mph = 3119/3565		

RESIDUALS



● Celerio starts out at a lower point than its rivals, and finishes there, too. Still, the residuals are decent enough.

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

Suzuki Celerio

AUTOCAR VERDICT ★★★★☆

A very competent city car with a surprising dose of dynamic ability



The pity of the Celerio's earlier braking troubles is that we knew there was a decent car waiting to be given a positive verdict. Now that the braking is sorted, it's a pleasure to deliver it. The little Suzuki is a pleasing car to drive, cheap to buy and decent to sit in, and it sips fuel parsimoniously.

Against its rivals, the Celerio's overall position is hard to call, because these things do depend on your priorities. The Volkswagen Up is difficult to unseat at the top of the class because it mixes so many things well, not least style and a sense that it's a joy to be around, but any other position from then on is up for grabs. A Hyundai i10 counters with a classier interior and a Fiat Panda with some neat, fun touches. But in many ways the Celerio is the equal of both, and more pleasing to drive than either.

No 5209

TESTERS' NOTES



NIC CACKETT

Suzuki's corporate reactions

have proved to be second to none. Not only did it fix the brake failure problem swiftly but its engineers were also sent from Japan to Millbrook to ensure that it was done properly. Hats off.



MATT PRIOR

Good news: a digital radio as standard in a car of this price. More of this please, budget car makers.

SPEC ADVICE

Given that only a masochist would buy the Celerio for the way it looks, the modest styling enhancements of the SZ4 probably don't justify its premium. Stick with the cheap and no less cheerful SZ3.

JOB FOR THE FACELIFT

- Quicken the steering or make it heavier.
- Improve a few of the cabin plastics.

AUTOCAR ROAD TEST TOP 5



MAKE	VOLKSWAGEN	HYUNDAI	SUZUKI	FIAT	RENAULT
Model	Take Up 1.0	i10 1.0 SE	Celerio 1.0 SZ4	Panda 1.2 Easy	Twingo Sce 70 Expression
Price	£9140	£9610	£8999	£9895	£9495
Power	59bhp at 5000rpm	65bhp at 5500rpm	67bhp at 6000rpm	68bhp at 5500rpm	69bhp at 6000rpm
Torque	70lb ft at 3000rpm	70lb ft at 3500rpm	66lb ft at 3500rpm	75lb ft at 3000rpm	67lb ft at 2850rpm
0-60mph	14.4sec (claimed, to 62mph)	14.9sec (claimed, to 62mph)	12.9sec	14.2sec (claimed, to 62mph)	14.5sec (claimed, to 62mph)
Top speed (claimed)	99mph	96mph	96mph	102mph	94mph
Fuel economy (combined)	62.8mpg	60.1mpg	65.7mpg	55.4mpg	62.8mpg
Kerb weight (claimed)	929kg	933kg	835kg	940kg	864kg
CO ₂ /tax band	105g/km, 14%	108g/km, 14%	99g/km, 12%	119g/km, 16%	105g/km, 14%
Verdicts on every new car, p68					
Not as well equipped as the Celerio in entry-level trim but better all round nonetheless. ★★★★☆					
The Celerio is reminiscent of the original i10. This grown-up i10 is a smidge better. ★★★★☆					
Practical, cheap to buy and run and very nearly fun, the Celerio is our kind of city car. ★★★★☆					
We like the Panda, but it isn't £1 better than the Suzuki, certainly not in its entry-level guise. ★★★★☆					
The Twingo is possibly more likeable in its lower-powered format. Better priced, too. ★★★★☆					

YOUR VIEWS

Write to Autocar
autocar@haymarket.com

LETTER OF THE WEEK

Sold on the i3

Our BMW i3 has covered 11,000 miles, just like Allan Muir's in his final long-term i3 report (Our Cars, 4 March). It has also proved so competent in almost every respect that our petrol-engined car has become virtually redundant.

However, I also agree with you that an electric car without a range-extending option is a non-starter. The UK's charging infrastructure is simply not good enough.

So I now want to change our petrol-engined car. An i8 would be nice, but I can't get the dogs in. Can BMW use the i8's technology to build an SUV, please?

Roger Bearman
Hampshire



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

BACK OUR TRACKS

While Mallory Park has hung on by the skin of its teeth, there are always issues for any motoring event about noise.

With millions of people interested in a vast array of motoring events, only a pitiful 40,000 have signed the petition in support of not giving protestors so much sway in stopping events: [epetitions.direct.gov.uk/petitions/72458](http://direct.gov.uk/petitions/72458)

Terry Hudson
Whitstable, Kent

FLAIR OF THE DOG

I refer to your article 'Serious Company' in the 28 January issue, and to the five photos of dashboards.

Those pictures emphatically confirm my suspicions about subliminal marketing by car makers. Each steering wheel contains the face of a happy dog. And what says "love me" more than being greeted by a happy dog?

I hope I'm right, or I'll have missed a point about designers being so focused on their creations that they forget to look outside the box.

Colin Mitchell
Camberley, Surrey

CHARM SCHOOL

I am invariably amused and exasperated in equal measure by the piercing insight visited upon us by diverse automotive magazine correspondents on the subject of cars they have, patently, never driven.

The Bugatti Veyron may, indeed, resemble a bucket of smashed crabs, but had Ms N Smellons (On the Web, 4 March) ever actually spent time behind the wheel of one, her gibbering remains would eventually find themselves utterly incapable of describing it as either 'bland' or 'charisma-free'.

Reggie Mental-Mascot
Mudfordsire



Tickle his tummy and give him a biscuit

this happens on a rainy day and is not noticed, the car would fill up with water.

Why doesn't VW make the fob smaller, or the buttons smaller, or just recess them? The buttons could easily be about a quarter of their present size.

Tim Raymond
Hythe, Kent

FAST ENOUGH?

The Honda Civic Type R does 0-62mph in 5.7sec. Is that really 'setting the hot hatch pace', as your headline suggests (News, 4 March)? Unless it's a misprint, I suggest you take a look at the stats for Volkswagen's Golf R – similar size, similar price, similar power and available with a perfectly matched DSG gearbox.

Bill Barker
Derby
The Civic is still pretty swift for a front-drive hot hatchback, as opposed to the all-wheel-drive Golf R – MB

AUTOCAR What you're saying on autocar.co.uk

BMW develops new touchscreen

Buttons are better and safer, especially for controlling the heater and radio.
Xxxx

The Jaguar XF has had a touchscreen since launch in 2007, so why is this such big news?

Halfabee

The rotary controller is much better than a touchscreen when driving; the problem is its location.

typos1



I prefer BMW's iDrive to a touchscreen. It's way easier to use on the move.

Paul Dalgarino

Having just got out of a 1 Series loan car, I can only hope it's more obvious where the sat-nav button is.

Peter Cavellini

Welcome to the 20th century, BMW.
giulivo

Lamborghini Aventador
SV: a bit more dash for a lot more cash



NEXT WEEK

Inside the magazine – on sale 1 April

INSIGHT



Mercedes' autonomous car We taste the future, letting Merc's F105 do the driving

TRIUMPHANT SLOGAN
Having read Andy Couchman's letter (Your Views, 4 March), I remembered my favourite ad slogan: "If a Dolomite Sprint is too fast for you, you can always buy a BMW." They don't write them like that any more.

Martin Cresswell
via email

A certain irony that BMW now owns the rights to the Triumph name – MB

WIDE BOYS

What was the old expression? "Never mind the quality, feel the width."

I'm not disputing the quality or speed of modern sports or supercars, but please can someone fit a width restrictor at the Nürburgring? Only then will we see a halt to the increasing girth of these cars. The new Audi R8, for example, is nearly 4cm wider than its already portly predecessor.

Whatever the pretensions of any expensive car I'd like to buy, I would like to be able to drive it in towns and even occasionally park it. The way things are going, you'll need your own motorway to drive them on.

Charles Toomer
via e-mail

INCREMENTAL EXPENSE

It astonishes me that Lamborghini spent development time and money dropping the Aventador SV's 0-62mph time by 0.1sec and that its well-heeled customers are prepared to pay an extra £30,000 for all the time it'll save them.

Jeff Douglas
Newcastle upon Tyne

SUPPLY AND DEMAND

Your 4 March issue featured, firstly, an expensive two-seater which its maker won't be able to build fast enough to keep up with demand and, latterly, an expensive two-seater which is surely destined to flop.

The first? Bentley's EXP 10 Speed 6 concept. The second? The tiny little white elephant that Smart calls the Fortwo. I know which I would consider the better value for money.

Mike Cope
Newcastle, Staffs

NOT BIG OR CLEVER

Just back from a day at the Geneva motor show. What is happening to new car design? Bigger on the outside, smaller on the inside. Smaller door apertures, smaller windows and smaller seats, and all despite being bigger outside. I appreciate the crash protection issues, but where are the practical, day-to-day usable cars? Even SUVs are beginning to suffer. Time to think 'fit for purpose' again?

Martin Booth
via email



ROAD TEST
BMW 220d Convertible
Munich's stylish soft-top is assessed by our expert testers



FIRST DRIVE
Seat Leon X-Perience
Rugged 4WD Leon driven on UK soil for the first time

PREVIEW



Race like a BTCC ace BMW's Andy Priaulx explains the tricks of the touring car trade

CONTENTS SUBJECT TO CHANGE

OUR CARS

A week in the life of Autocar's fleet



AUDI
A6 AVANT



AUDI
TT



BMW
X5



CATERHAM
SEVEN 160



CITROEN
C4 CACTUS

Peugeot RCZ R

FINAL REPORT Peugeot's hardest, fastest coupé isn't for everyone, but we've found much to savour about it in the past 10 months and 10,000 miles



The engine: that's what I'll miss most. When you drive enough miles in a car – 10,700 of them in 10 months, in our RCZ R's case – you can get used to the characteristics of any engine. But what is exceptional about the Peugeot's comparatively tiny powerhouse is that in the year or so the model has been on the market, no rival manufacturer has come along and trumped the RCZ R's specially tuned 1.6-litre petrol turbo for outright power, let alone for power with flexibility,

which is an even more elusive concept.

The result is that soon after your backside hits the nicely shaped cushion of the RCZ R's low-mounted bucket seat, you discover that there are three different ways of driving this car. You can drift around town, changing up at 3000-3500rpm as you would in any old low-tune 1.6, or you can give it 4500rpm in the gears and sample a good taste of the car's turbo potential, or you can give it everything and investigate its 155mph top speed,

accompanied by a 0-62mph sprint time of less than seven seconds.

You're talking performance not so far short of that of an entry-level Porsche, but 50% more affordable and, ironically, more exclusive – if you're talking equally equipped cars. In 10 months' enjoyable driving, we've seen numerous cooking RCZs but only ever a couple of other RCZ Rs, easily recognisable for their more businesslike black pillars (where the lower-tune cars have brushed alloy), their red brake

calipers, fixed boot spoiler and special wheels running 235/40 ZR19 Goodyear Eagle tyres. However, this rarity, in a sense, is the rub.

The RCZ started life full of hope. Spun off a much-admired concept coupé, the car seemed bound for a long life as Peugeot's resident sporty car, like Audi's long-lived TT. But a change of management at PSA brought a policy shift and a swingeing model rationalisation programme between now and 2020. In future, said the

LOVE IT



SUPERB SHAPE

Eye-grabbing shape first appeared as a concept; such was the reaction that Peugeot decided to make it.



HIGH-POWER ENGINE

Turbocharged 1.6-litre petrol engine combines big power with excellent flexibility and frugality.



TERRIFIC GRIP

Peugeot Sport chassis development and wide, 19in Goodyear rubber give great grip and quick steering.

LOATH IT



CONTROVERSIAL RIDE

RCZ R copes well on smooth surfaces but struggles with the UK's lumpy and rutted suburban roads.



OLD-TECH INFO

Peugeot's gadgetry refers back to the previous 308. Lacks DAB and the intuitive layout of newer Peugeots.

JAGUAR F-TYPE



Nic Cackett

KIA SOUL EV



Hilton Holloway

MAZDA 3



Luc Lacey

MINI COOPER



Mark Tisshaw

PEUGEOT RCZ R



Steve Cropley

RANGE ROVER SPORT



Steve Cropley

RENAULT TWINGO



Matthew Burrow

TOYOTA GT86



Matt Prior

VOLVO V60



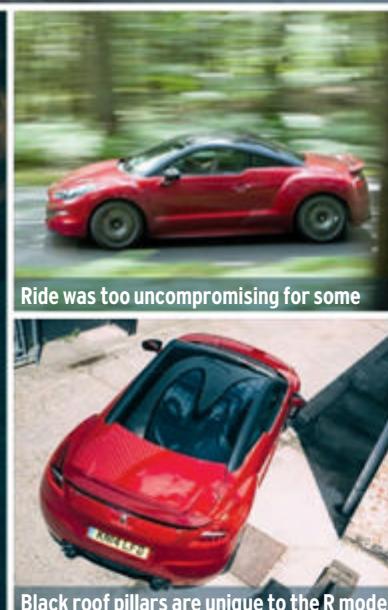
Hilton Holloway



Precise, grippy handling was one of the things we enjoyed most about the RCZ R, provided the road surface was relatively smooth



Short-leg, long-arm driving position was an acquired taste that worked for Steve



Ride was too uncompromising for some



Black roof pillars are unique to the R model

bigwigs, Peugeot and Citroën would only make cars that sell in numbers and are solidly profitable. It became clear that after a respectable lifespan, the RCZ and its peppier R offshoot – built on a superseded platform – would be allowed to fade away. Strongest confirmation was that no plan existed to upgrade the RCZ's old-school instrument and control layouts to current 208/308 standards.

Yet when there are no more RCZ Rs, the car will missed. In this class, people buy cars for their differences from the norm, and this Peugeot has plenty.

Difference one is the styling. The world of kerbside admirers has never got used to the RCZ R. When the car is clean, well driven and, for preference, emitting its inspirational exhaust rasp, heads always turn as you pass. Those who don't know it are apt to put double its real price on its head.

Difference two is the driving position, which is an acquired taste. You sit low, with your knees high and the wheel a full

You buy a car like this for its differences from the norm, and the RCZ R has plenty

reach away in a classic position that Alfa Romeo used to build into its cars. You either like it (I do) or you don't, but no one can say it's not sporty.

Difference three is the usability of the accommodation. There are seats for four backsides, although only three of those perches can ever be accommodated by actual humans. Slide the passenger's seat forward and you'll get a child or a cramped adult behind, which is a big advantage over the pure two-seater that the radical outline suggests it is. However, most of the time you fold the rear squabs down and avail yourself of a big, flat loading deck.

You'll never get sick of the performance, especially if you keep reminding yourself that this is a 1.6-litre engine. The car sprints strongly off the mark, its ratios (shorter than those of

the regular RCZ) making the best of the engine's extraordinary power delivery. As long as you're not more than one gear wrong, it'll pull strongly and with a gratifying rasp. And in 10,000 spirited miles, you should easily turn fuel economy in the mid-30s.

You'd expect fine handling, and you get it. The car feels low and wide-tracked, with ultra-strong grip and precise steering. The flat-bottomed wheel is small in diameter and the gearing handily quick at 2.8 turns from lock to lock, so elbow work is kept to a minimum. Hook your thumbs over the centre spokes and you can steer this car mainly with your wrists, enjoying the fact that it's not too light.

Ride? Our road test a year ago reckoned it more supple than that of a Renault Mégane RS, which it is, but

TEST DATA

PEUGEOT RCZ R

1.6 THP 270

TEST STARTED 15.4.14

Mileage at start 454

Mileage at end 10,978

PRICES

List price then £31,995

List price now £32,250

As tested £31,995

Dealer value now £23,500

Private value now £23,000

Trade value now £20,500

OPTIONS

None

CONSUMPTION AND RANGE

Economy 44.8mpg (combined)

Fuel tank 55 litres

Test average 35.6mpg

Test best 41.5mpg

Test worst 25.5mpg

Real-world range 350 miles

TECH HIGHLIGHTS

0-62mph 6.8sec

Top speed 155mph

Engine 4 cyls in line, 1598cc, turbo, petrol

Max power 266bhp at 6000rpm

Max torque 243lb ft at 1900-5500rpm

Transmission 6-spd manual

Boot 309 litres

Wheels 9Jx19in

Tyres 235/40 ZR19, Goodyear Eagle

Kerb weight 1355kg

SERVICE AND RUNNING COSTS

Contract hire rate £436.74

CO₂ 145g/km

Service costs None

Other costs None

Fuel costs £1747

Running costs inc fuel £1747

Cost per mile £0.17

Depreciation £11,495

Cost per mile inc depreciation £1.16

Faults None

PREVIOUS REPORTS

18 Jun 2014, 9 Jul, 30 Jul, 10 Sep, 1 Oct, 22 Oct, 12 Nov, 26 Nov, 7 Jan 2015, 28 Jan, 18 Feb

that's not quite the end of the story. Big bumps can be quite uncomfortable, as if the helper springs intrude too much. Some of us never noticed it; for others it was always a pain. Our suggestion is to try the RCZ R on suburban bumps before you commit to buying.

The RCZ R's strongest suits? We'd cite them as surprising performance, exclusivity, driving enjoyment – especially on long journeys, where its unusual comfort levels come into play – and styling. The fact that the model has a limited future hardly helps the residual values, but with the RCZ R, Peugeot Sport has emphatically demonstrated its talent for developing a fine fast car, and Peugeot Design its ability to grab the eye and keep doing it. That's why we'll miss it so much.

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Audi A6 Avant

Mileage | 5234 A rain-affected hiking trip to Devon reveals more about our A6's nature

Truth be told, I'd never believed the 'four seasons in a day' phrase until I experienced just that recently on a hilltop in Dartmoor. The episode also highlighted some useful (and not so useful) aspects of the A6 Avant.

It all started peacefully enough. With a clear sky above and an empty road in front, the A6 made light work of the country lanes that snake their way over that part of south Devon.

The engine was more than gutsy enough to deal with the steepest inclines, and the tight body control meant the large Audi coped well with the faster sections. True, it isn't exactly a fun car to drive (it's an automatic 2.0-litre diesel estate, after all), but it'll certainly go down a road at a fair old lick.

Things were equally good once we'd parked. The open tailgate provided



Black leather and black headlining mean the cabin can feel oppressive on grey days



Gutsy 2.0 TDI makes long trips a breeze

some protection from the wind, and the boot lip was the ideal height on which to rest a walking boot in order to tie my laces, so not even the advancing clouds could dampen my mood.

Sadly, they did exactly that a few minutes later, when they deposited rain, hail and then snow all over the hillside my girlfriend and I were on. We braved the conditions for a while, but the lure of the A6's cabin was too much and we returned to the car to dry out.

Naturally, the snow stopped as soon as we reached the car, but the A6's comfortable seats and classy interior had rarely been more welcoming.

It's a dark cabin, though, which can feel slightly oppressive when it's murky outside. Our S line model's standard black headlining doesn't help, and nor does the black leather upholstery. Silver leather is a no-cost option, but lighter trim can be difficult to keep clean, and besides, the black interior goes well with the silver exterior paint.

The optional panoramic glass sunroof would have helped to brighten things, but it costs £1250, and it's only on particularly dreary days that I wish we'd gone for it on our car. You see, come rain, shine, wind or snow, few cars cope as well as an A6 Avant.

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Audi A6 Avant 2.0 TDI Ultra S line

Price £37,935, **Price as tested** £40,515

Economy 39.9mpg **Faults** None

Expenses None **Last seen** 4.2.15

all in. Cars like the GT86 ought not to be good at trips like that, with its firm ride and high noise levels. But I think I know why, actually, it's fine, and it's the dead straight driving position and frankly brilliant seats. There are much quieter, softer cars I'd feel worse getting out of after a long day.

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Toyota GT86

Price £25,110 **Price as tested** £26,650

Economy 37.4mpg **Faults** None **Expenses** Two tyres £240, oil £20, 10,000-mile service £169, 20,000-mile service £323 **Last seen** 4.3.15



The GT86 moonlights as a grand tourer



Toyota GT86

Mileage 23,450

Two noteworthy things have happened to the GT86 since the last report. First was its 20,000-mile service, which is a big one, so I booked it into my nearest dealer, Inchcape Oxford, to have the work done.

They needed four hours to do the

work. And, because they have comfy chairs, a decent 3G signal and a kettle, I opted to stay there and write rather than waste well over half an hour each way going home and back.

Toyota's fixed-price servicing means it's not worth shopping around, either. A big service on the

GT86 costs £299, regardless of which dealer you use.

That makes the GT86 the second most expensive Toyota to service, behind only the Land Cruiser Amazon V8. But still, less than £300 for a big service on a sports car is acceptable, especially given that it's so light on its consumables; so far, it has needed only one pair of tyres. Given that it has been driven very hard at times, including lots of track work, I'm impressed that it hasn't needed new brake pads, at least.

The service usually involves a change of oil in the limited-slip differential, which adds £24.10, but I was told in advance, so it wasn't a shock. That brought the total to £323, which is a lot if you're covering 20,000 miles every six months, but most owners will only need a service like this every two years.

The reason this GT86 has totted that kind of mileage already are journeys like its longest day trip to date, from Oxfordshire to a test track just outside Paris for a Car of the Year event, and part of the way back – about 500 miles

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Mini Cooper

Mileage | 11,905 A meeting with Mini's chief designer sheds some light on the secrets of our Cooper's premium feel

Now, in this part of the magazine, I've got the space for 500 words to tell you all about how I'm finding life with a Mini Cooper. But I can do it in three: life is good.

However, that leaves me some way short of my word count. So in order for you not to have to look at white space for the rest of the page, indulge me for a moment while I tell you all about an illuminating chat I had with Mini chief designer Anders Warming at the recent Geneva motor show.

I couldn't resist showing him a picture of my Cooper on my phone, and Warming nodded with approval at the spec. Regular readers will know how much I like the Moonwalk Grey colour of my car. I'm in good company: it's Warming's favourite as well and adorns the Cooper S he drives – although he openly craves a Cooper. That grey seat fabric I've previously praised is another Warming favourite, and it turns out it's made from a recycled material, so guilt-free enjoyment there.

Given that the Mini range has expanded so much in recent years, I asked Warming what he considers to be the best embodiment of the Mini brand. And it's a full house of approval for my



Recycled seat fabric doesn't detract in the least from the cabin's feeling of quality

Cooper from Warming, who reckons the three-door Cooper hatchback is the "centre of the brand".

"It has a small footprint, it's clever and it's appropriate," he said. "It's the right car for the money, and the best blend of smiles and quality."

It's this comment on footprint that intrigues me; with all the new, often larger models in the range, what is it that makes a Mini a Mini?

"There are three things," said Warming. "One is that we are synonymous with a clever use of space. We must make good use of the length of our cars; a Countryman is only 4.09m long but is more spacious than rivals.

"Two is exclusivity. We need luxury in a small package; it is not about having the biggest house but the best life.

"Third is the sporty, enjoyment side.

We have a sporty heritage and must always put smiles on faces."

He's also keen to point out just how aware he is of Mini's heritage, describing Alec Issigonis's presence at the company as "everlasting". He added: "I've always found the more heritage to a brand, the more natural it is to push it in new directions. Our sales have gone up, as have the numbers of happy customers. A Mini can be many things."

Next, I asked him more about the luxury side, keen to find out how that premium cabin came about. I was never much of a fan of previous Minis inside, finding them too cartoon-like and garish. Now, however, 'baby BMW' is the phrase I find myself using the most when describing the interior.

He noted that luxury used to be about flamboyance. "But now it's



Mini designer Warming drives a Cooper S

about black on black," he said. "Once you enter the higher prices, you want greater exclusivity and not to yell. It's about appreciating beautiful, quality materials and having good taste."

He added that Mini is experiencing greater demand than ever for its Mini Yours programme, which allows buyers to personalise their car above the options list with plusher and more premium options. I'm not surprised; the Mini feels like a car from a class or two above in terms of quality and desirability. Like I said, life is good.

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Mini Cooper

Price £15,300 **Price as tested** £22,034
Economy 42.2mpg **Faults** None **Expenses** Four new wheels and tyres £1472 **Last seen** 4.3.15





COTY: the real winners

With the benefit of hindsight, what really deserves to be Car of the Year? **James Ruppert** decides

You have no idea how much I dislike the European Car of the Year award, even though this wonderful magazine is involved. The problem is that you really don't know if a car is going to be any good until at least a decade has passed. These gongs need to be awarded retrospectively. However, they may have got it bang on with the relentlessly reliable Volkswagen Passat.

So, 10 years on, who should be picking up the prizes?

When it comes to tiddlers, I won't go much smaller than VW Polo-sized. Not surprisingly, then, my first award goes to the Polo. Having bought one, I thought there might be some niggles, but it does a solid daily commute and doesn't complain. In addition, it looks

smart and has no silly gadgets to go wrong. The 1.4 petrol is a great little engine – not as shouty as the 1.2 and better value than the diesel. For £4000, I'd buy the revamped 2006 1.4S with full history, five doors and perfect paintwork.

By association, the Skoda Fabia is equally brilliant, and many would argue that it's better value than the Polo. With £4k in your wallet, there are a lot of 2008 examples around with 1.2-litre power and in '2' spec.

In the medium-size category, it's the Passat that scoops the gong. Yes, it's another VW, but that's just the way these things pan out. I've just seen so many 200,000-mile ones that still look like new. The estate is the only bodystyle anyone would need, but the marginally



A Passat estate is the mid-size choice

cheaper saloons are the ones that many might see as the best buys. However, £6000 gets a lovely 2008 Passat estate in 2.0 TDI Sport specification with a full service history.

For a bit of luxury, it has to be a Lexus. I really can't get enough of them, and in the real world they're consistently the very best that you can buy. Whether you run them from new or pick them up halfway through their useful lives,

For a bit of luxury, it has to be a Lexus. In the real world, they're consistently the very best that you can buy



P64 James Ruppert
Used car expert



P66 Darren Moss
Deals expert



P68 Nic Cackett
Data expert



Facelifted Mk4 VW Polo is the small car of choice for £4k

BANGERNOMICS BEST BUYS



READER'S CAR: PEUGEOT 405

Guy Maylam's winter "user" is by far the most modern he owns. It's a 1989 Peugeot 405 GR Injection: one private owner, full history, always garaged and with just 81,000 miles on the clock. Guy knew the careful owner who agreed to sell the Pug to him last September for £45. There was only a week's MOT left, but the 405 passed the test with no advisories. Since then, Guy has covered 5000 miles in the car, with no issues. Driven sensibly, it will do 600 miles on a tank of fuel, equating to 41mpg – not bad for a 1.9 petrol.

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WHAT CAUGHT MY EYE THIS WEEK: VOLVO C70

Surely it's time to consider a convertible, and what better way of going topless than the underrated and fairly rare Volvo C70? At least it isn't German.

these are the benchmark used comfy cars. Because they don't wear a BMW or Mercedes-Benz badge, they also cost much less. An £8000 budget buys a 2009 IS220d SE with all the reversing camera and Bluetooth-level kit that was state of the art then and still works now.

When it comes to off-roaders, modern 4x4s are getting a bit too complicated for their own good, especially as they are expected to be family vehicles rather than workhorses. So I'd go for an Isuzu Trooper that will go on for ever. About £1800 buys an early 2000s example.

Everyone has their own experiences and prejudices, so perhaps there are no clear or conclusive winners. Car of the Year: let the people decide a decade down the line, I say.

USED CAR DILEMMA: CHRYSLER CROSSFIRE

Underneath, the Crossfire is a Mercedes, but on top it's something much more American. Not just Gothic, but something quite Gotham. It isn't the full Batman spec, but it's certainly scaled down enough for Robin to cope with. They're cheap, too.

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Enjoying the litre side of life

These 1.0-litre city cars are compact, frugal and cheap to buy and run. They could be ideal for your urban commute, says **Darren Moss**

1 Ford Fiesta 1.0 Ecoboost (2013-present)

In 2013 Ford brought the 1.0-litre Ecoboost engine from the Focus into the Fiesta line-up, where it was met with near-universal acclaim for its excellent throttle response and impressive urban performance.

Today the Fiesta's 99g/km CO₂ emissions and 65.7mpg combined economy (figures shared by both

the 99bhp model and the higher-powered 123bhp version) make it an attractive proposition, and you can pick one up for around £7000.

Problems have been few, but some owners have reported issues with Ford's Powershift automatic transmission where fitted, particularly in relation to its oil seals.



2



Volkswagen Up! (2011-present)

The truth is that any of the Volkswagen Group's city car trio – the VW Up, Seat Mii and Skoda Citigo – is a great bargain buy for city dwellers, but it's the stylish and comfortable Up that brings the best blend of affordable running costs and luxury.

Under the bonnet is a turbocharged

1.0-litre three-cylinder petrol engine developing either 59bhp or 74bhp. While the lower-powered version can find itself quickly out of its depth anywhere other than in the city, the 74bhp model is fine for adventures farther afield on the motorway. Expect to pay upwards of £4500 for a secondhand example.

Toyota Yaris 1.0 VVT-i (1999-2005)

Used examples of the 1.0-litre Toyota Yaris – which at the time of its launch in 1999 was said to offer performance equivalent to that of a 1.4 – can be found for as little as £450. For that, you'll get a 68bhp 1.0-litre engine that can sprint you from rest to 60mph in a fairly sluggish 13.2sec. You'll top out

at 96mph, too, but enjoying more than 50mpg won't be too much trouble.

Early models start at around £500. A reputation for solid reliability, low insurance quotes and cheap replacement parts means that the Yaris remains a good choice for first-time buyers and money-conscious motorists.

3





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4



Vauxhall Corsa 1.0 (1993-2000)

Vauxhall's Ford Fiesta rival has been using 1.0-litre engines since 1982, when the model was known as the Nova. A 1997 update brought with it the option of a 1.0-litre three-cylinder engine with 54bhp, which was enough to get you to 60mph in a hardly hair-raising 16.5sec and on to a top speed of 93mph.

Expect fuel consumption of around 50mpg without too much effort. Combine that with typically low insurance quotes and the Corsa is often seen as an ideal first car. Prices for high-mileage examples start at about £250, but expect to pay upwards of £450 for a good runner in fair condition.

Nissan Micra (1992-2003)

When the second-generation Micra was launched, it brought with it a new 54bhp 1.0-litre engine. While the small-capacity option failed to receive much in the way of praise from the media, the Micra was nevertheless crowned European Car of the Year in 1993.

Today, you're best off buying a Micra

built after 1997, when a mid-life facelift resulted in styling changes and the standard fitment of power steering across the range. A reputation for reliability and solid build quality ensures the Micra's popularity on the used car market, and tidy 1.0-litre examples can still be found for as little as £300 today.

5



NEW CARS

A-Z

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Autocar's star ratings explained

★★★★★	0-20% Inherently dangerous/unsafe. Tragically, irredeemably flawed.
★★★★★	20-35% Appalling. Massively significant failings.
★★★★★	35-50% Very poor. Fails to meet any accepted class boundaries.
★★★★★	50-60% Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
★★★★★	60-65% Off the pace. Below average in nearly all areas.
★★★★★	65-70% Acceptable. About average in key areas, but disappoints.
★★★★★	70-75% Competent. Above average in some areas, average in others. Outstanding in none.
★★★★★	75-80% Good. Competitive in key areas.
★★★★★	80-85% Very good. Very competitive in key areas, competitive in secondary respects.
★★★★★	85-92% Excellent. Near class leading in key areas, and in some ways outstanding.
★★★★★	93% Brilliant, unsurpassed. All but flawless.



Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 81

Make and Model	Price	Bhp	CO ₂ /km	Insurance group	Make and Model	Price	Bhp	CO ₂ /km	Insurance group	Make and Model	Price	Bhp	CO ₂ /km	Insurance group	Make and Model	Price	Bhp	CO ₂ /km	Insurance group
ABARTH					VANTAGE 2dr coupé	Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★★			1.2 TFSI 110 SE	£19195	108	114	14	2.0 TDI 163 Ultra SE Technik	£30920	161	114	27
500 3dr hatch	Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★★			4.7 V8 N420	£6995	420	328	-	1.2 TFSI 110 Sport	£20595	108	114	14	2.0 TDI 177 S line	£32475	175	126	27
1.4 T-Jet	£14205	103	135	26	4.7 V8	£8495	420	299	-	1.2 TFSI 115 SE	£22745	108	114	17	2.0 TDI 177 Black Edition	£33250	175	126	28
500 CONVERTIBLE 2dr open	Open-top hot hatch; has a softer ride than the tin-top car	★★★★★			4.7 V8 S	£9995	430	299	-	1.4 TFSI 125 SE	£20495	123	117	16	2.0 TDI 177 quattro SE	£31180	175	139	27
1.4 16v Turbo T-Jet	£16005	133	155	27	5.9 V12	£13500	510	388	-	1.4 TFSI 150 SE ACT	£21345	148	109	21	2.0 TDI 177 quattro SE Technik	£32480	175	139	27
PUNTO EVO 3dr hatch	Scorpion-badged Punto is fun, but not the most focused hot hatch	★★★★★			5.9 V12 S	£13800	516	388	30	1.4 TFSI 150 S line ACT	£22745	148	109	21	2.0 TDI 177 quattro S line	£34035	175	139	27
1.4 Turbo M'Air	£16857	161	142	30						1.8 TFSI 180 quattro Sport	£24895	148	109	21	2.0 TDI 177 quattro Black Edit	£34810	175	139	28
ALFA ROMEO					VANTAGE ROADSTER 2dr open	The Vantage's relaxed nature	★★★★★			1.6 TDI 110 SE	£21445	108	99	16	A4 ALLROAD 5dr estate	Rugged 4x4 A4. Pricey			
MITO 3dr hatch	Classy, well equipped and cheap. No dynamic benchmark	★★★★★			4.7 V8	£9895	420	299	-	1.6 TDI 110 Sport	£22845	108	99	15					
9.0 TB Twinair 105 Distinctive	£16701	103	98	13	5.9 V12	£14195	470	333	-	1.6 TDI 110 S line	£24995	108	99	17	A4 CABRIOLET 2dr open	Refined four-door coupe, but short			
9.0 TB Twinair 105 Sprint	£14870	103	99	13						1.6 TDI 150 S line	£29635	148	112	23					
9.0 TB Twinair 105 Line	£16820	103	98	13						1.4 TFSI 150 SE	£26085	148	112	22					
1.4 140 M'air TCT Distinctive	£17620	138	124	19	5.9 V12	£131995	470	333	-	1.4 TFSI 150 Sport	£27485	148	112	23					
1.4 140 M'air TCT Line	£18370	138	124	20						1.8 TFSI 180 S line Au	£32895	175	124	26					
1.4 170 M'air O'Verde	£20210	168	139	26						1.8 TFSI 180 Sport Au	£30745	178	133	29					
1.3 JTDM-2 120 Sprint	£15415	94	90	11	5.9 V12	£18995	565	335	-	2.0 TDI 150 S line	£31085	148	112	25					
1.3 JTDM-2 125 Distinctive	£16655	94	90	11						2.0 TDI 150 Sport	£28955	148	112	24					
1.6 JTDM-2 120 D'live S-S	£17820	118	114	19						1.8 TFSI 180 Sport	£32225	178	134	29					
1.6 JTDM-2 120 OV Line	£18570	118	114	19						1.8 TFSI 180 quattro Sport	£34145	148	112	31					
GIULIETTA 5dr hatch	Stylish, rewarding family hatch. A new era for Alfa	★★★★★								1.8 TFSI 180 quattro S line	£34375	178	154	32					
2.0 JTDM 175 Exc. TCT	£25630	148	110	20						2.0 TDI 150 SE	£31085	148	112	25					
2.0 JTDM 175 Sportiva Nav TCT	£27380	148	110	20						2.0 TDI 150 Sport	£28955	148	112	24					
1.4 TB 120 Progression	£18240	118	149	16						2.0 TDI 150 Sport	£28955	148	112	24					
1.4 TB 120 Distinctive	£19490	118	149	16						1.8 TFSI 180 Sport	£29265	178	140	29					
1.4 TB Multiair 170 Distinctive	£20990	168	134	23						1.8 TFSI 180 quattro Sport	£32225	178	154	29					
1.4 TB Multiair 170 Exc. TCT	£22740	168	134	23						1.8 TFSI 180 S line	£34200	222	155	33					
1.4 TB Multiair 170 Sportiva N	£24490	168	134	23						1.8 TFSI 180 quattro S line	£31645	168	132	32					
1.4 TB Multiair 170 Spvta Nav TCT	£25765	168	121	23						1.8 TFSI 180 Sport	£29930	148	112	23					
4C 2dr coupé	A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★★								1.8 TFSI 180 Sport	£32645	222	155	33					
1.75T	£45000	237	-	50						1.8 TFSI 180 SE	£24385	118	151	19					
ALPINA					A3 3dr hatch	Classy interior, stable handling and good engines. Second only to the Golf	★★★★★			1.8 TFSI 120 SE	£18575	108	114	14	3.0 TFSI 333 quattro S	£42865	328	179	40
B3 2dr coupé	Rapid, usable and cheaper alternative to an M3	★★★★★			2.0 TDI 184 quattro Sport	£18575	108	114	14	1.8 TFSI 120 SE	£25385	118	151	23	2.0 TDI 177 Black Edition	£29050	175	120	27
3.0 S Biturbo	£15350	394	224	-	2.0 TDI 184 S line	£20100	148	125	-	2.0 TDI 184 Sport	£26945	148	124	23	2.0 TDI 184 Black Edition	£34845	201	129	30
B3 4dr saloon	Rapid, usable and cheaper alternative to an M3	★★★★★			2.0 TDI 184 Sport	£20100	148	125	-	1.8 TFSI 120 S line	£27755	148	112	24	2.0 TDI 177 Black Edition	£30820	175	120	27
3.0 S Biturbo	£15350	394	224	-	2.0 TDI 184 Sport	£20100	148	125	-	1.8 TFSI 120 S line	£27755	148	112	24	2.0 TDI 177 Black Edition	£30820	175	120	27
B3 CONVERTIBLE 2dr open	Rapid, usable, cheaper alternative to an M3.	★★★★★			2.0 TDI 184 Sport	£20100	148	125	-	1.8 TFSI 120 S line	£27755	148	112	24	2.0 TDI 177 Black Edition	£30820	175	120	27
3.0 S Biturbo	£15350	394	224	-	2.0 TDI 184 Sport	£20100	148	125	-	1.8 TFSI 120 S line	£27755	148	112	24	2.0 TDI 177 Black Edition	£30820	175	120	27
B3 TOURING 5dr estate	Rapid, usable and cheaper alternative to an M3.	★★★★★			2.0 TDI 184 Sport	£19975	108	114	14	1.8 TFSI 120 Sport	£29880	175	127	23	2.0 TDI 177 Black Edition	£30820	175	120	27
3.0 S Biturbo	£15350	394	224	-	2.0 TDI 184 Sport	£19975	108	114	14	1.8 TFSI 120 Sport	£29880	175	127	23	2.0 TDI 177 Black Edition	£30820	175	120	27
B5 TOURING 5dr estate	Huge pace, but let down by uninviting dynamics	★★★★★			2.0 TDI 184 Sport	£23905	178	135	23	1.8 TFSI 180 Sport	£26055	178	134	25	2.0 TDI 177 Black Edition	£30820	175	120	27
5.0 Biturbo	£17950	507	252	-	2.0 TDI 184 Sport	£23905	178	135	23	1.8 TFSI 180 Sport	£26055	178	134	25	2.0 TDI 177 Black Edition	£30820	175	120	27
5.0 Biturbo	£17950	500	252	-	2.0 TDI 184 Sport	£23905	178	135	23	1.8 TFSI 180 Sport	£26055	178	134	25	2.0 TDI 177 Black Edition	£30820	175	120	27
B5 TOURING 5dr estate	Huge pace, but let down by uninviting dynamics	★★★★★			2.0 TDI 184 Sport	£23905	178	135	23	1.8 TFSI 180 Sport	£26055	178	134	25	2.0 TDI 177 Black Edition	£30820	175	120	27
5.0 Biturbo	£17950	500	252	-	2.0 TDI 184 Sport	£23905	178	135	23	1.8 TFSI 180 Sport	£26055	178	134	25	2.0 TDI 177 Black Edition	£30820	175	120	27
AIR					2.0 TDI 184 Sport	£23905	178	135	23	1.8 TFSI 180 Sport	£26055	178	134	25	2.0 TDI 177 Black Edition	£30820	175	120	27
ATOM 0dr open	Superbike fast track mentalism. As exhilarating as cars get	★★★★★			2.0 TDI 184 Sport	£23905	178	135	23	1.8 TFSI 180 Sport	£26055	178	134	25	2.0 TDI 177 Black Edition	£30820	175	120	27
245	£29321	245	-		2.0 TDI 184 Sport	£23905	178	135	23	1.8 TFSI 180 Sport	£26055	178	134	25	2.0 TDI 177 Black Edition	£30820	175	120	27
300	£34319	300	-		2.0 TDI 184 Sport	£23905	178	135	23	1.8 TFSI 180 Sport	£26055	178	134	25	2.0 TDI 177 Black Edition	£30820	175	120	27
V8	£150000	500	-		2.0 TDI 184 Sport	£23905	178	135	23	1.8 TFSI 180 Sport	£26055	178	134	25	2.0 TDI 177 Black Edition	£30820	175	120	27
ASTON MARTIN					2.0 TDI 184 Sport	£23905	178	135	23	1.8 TFSI 180 Sport	£26055	178	134	25	2.0 TDI 177 Black Edition	£30820	175	120	27
RAPIDE 4dr saloon	Four-door Aston is more practical, but just as charming	★★★★★			2.0 TDI 184 Sport	£23905	178	135	23	1.8 TFSI 180 Sport	£26055	178	134	25	2.0 TDI 177 Black Edition	£30820	175	120	27
5.9 V12 S	£149995	550	355	-	2.0 TDI 184 Sport	£23905	178	135	23	1.8 TFSI 180 Sport	£26055	178	134	25	2.0 TDI 177 Black Edition	£30820			

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group							
3.0 TD1 245 quattro S line	£44985	242	154	39	2.0 TFSI 211 quattro S line	£34215	208	179	15	BMW	13	5dr hatch	Superb really, but pricey and not free from the usual electric car practicality issues	★★★★★	front-drive hatch is a proper contender	★★★★★					
AD 4dr saloon	The best sprung Audi saloon, and one of the most appealing full stop.	★★★★★			2.5 TFSI RS	£43015	306	206	37		13	EV	£30608	160	0	21	220i M Sport	£27190	189	142	22
3.0 TD1 320 quattro Black Ed	£50750	316	164	44	2.0 TD1 140 S	£25600	138	137	18		13	EV Range Extender	£33830	168	13	21	218i SE	£22125	134	115	15
3.0 TD1 320 quattro S line	£48575	316	159	43	2.0 TD1 177 quattro SE	£27985	175	148	21		13				218i Sport	£23735	134	115	15		
3.0 TD1 218 Black Edition	£42720	215	127	35	2.0 TD1 177 quattro S line	£30735	175	141	21		13				218i Luxury	£24125	134	115	15		
3.0 TD1 218 quattro Black Edn	£44480	215	138	40	05 5dr 4x4	Exceptionally good handling for an SUV, but very compromised ride.	★★★★★				13					218i M Sport	£25125	134	120	16	
3.0 TD1 218 quattro S line	£42305	215	133	39	2.0 TFSI 180 quattro S line PI	£36270	178	174	29		13				180i M Sport	£24390	215	123	22		
3.0 TD1 218 quattro SE	£39855	215	133	39	2.0 TFSI 180 quattro S line PI	£36270	178	174	29		13				171i ES	£17775	101	127	12		
3.0 TD1 212 quattro Black Edn	£40640	218	138	42	2.0 TFSI 180 quattro SE	£31370	178	174	28		13				181i SE	£18345	101	127	12		
4.0 TFSI 450 S6	£65000	429	214	25	2.0 TFSI 180 quattro S line	£33770	178	174	29		13				194i5	101	132	13			
2.0 TD1 190 Ultra SE	£31955	187	113	32	2.0 TFSI 225 quattro SE	£32720	222	174	29		13				198i5	134	125	17			
2.0 TD1 190 Ultra S line	£34405	187	114	33	2.0 TFSI 225 quattro S line	£35120	222	174	29		13				210i5	134	131	18			
2.0 TD1 190 Ultra Black Edn	£36580	187	119	34	2.0 TFSI 225 q'tro S line Plus	£37620	225	176	30		13				224i5	134	131	18			
3.0 TD1 218 SE	£38095	215	122	34	2.0 TD1 150 quattro SE	£16135	148	151	21		13				210i5	134	131	18			
3.0 TD1 218 S line	£04545	215	125	35	2.0 TD1 150 quattro S line	£34035	148	151	21		13				219i5	134	132	22			
3.0 TD1 212 quattro SE	£34155	268	133	41	2.0 TD1 150 quattro S line Plus	£36355	148	152	21		13				225i5	134	132	22			
3.0 TD1 212 quattro S line	£34865	268	133	42	2.0 TD1 177 quattro S line	£32610	175	154	24		13				260i5	153	150	30			
AN AVANT 5dr estate	A capable stress buster, but it's a killer	★★★★★			2.0 TD1 177 quattro S line	£35010	175	154	25		13				208i5	114	99	13			
					2.0 TD1 177 quattro S line Plus	£37510	175	154	25		13				220i5	120	109	13			
					3.0 TD1 245 quattro S line	£38370	241	169	33		13				265i5	134	137	19			
					3.0 TD1 245 quattro S line Plus	£40770	241	169	34		13				209i8	94	112	15			
					3.0 TD1 245 S line	£34270	241	169	34		13				208i8	104	125	23			
					3.0 TD1 245 S line Plus	£40375	241	169	34		13				226i8	120	127	23			
					07 4dr 4x4	Seven-seat SUV feels it bulk, a BMW X5 or Land Rover is better	★★★★★				13				218i8	134	132	22			
					3.0 TD1 218 S line	£41855	268	138	39		13				219i8	134	132	22			
					3.0 TD1 218 S line	£48055	268	144	42		13				215i8	134	132	22			
					3.0 TD1 245 S line	£30475	268	144	42		13				232i8	114	116	16			
					3.0 TD1 245 S line	£35585	273	195	41		13				250i8	114	109	14			
					3.0 TD1 245 S line Sport	£35585	273	195	41		13				218i8	120	127	23			
					3.0 TD1 245 S line Sport	£36085	273	195	41		13				225i8	141	115	20			
					3.0 TD1 245 S line Sport	£36270	273	195	41		13				242i8	114	115	20			
					3.0 TD1 245 S line Sport	£36470	273	195	41		13				250i8	114	115	20			
					3.0 TD1 245 S line Sport	£36720	273	195	41		13				252i8	114	115	20			
					3.0 TD1 245 S line Sport	£36820	273	195	41		13				255i8	114	115	20			
					3.0 TD1 245 S line Sport	£37015	273	195	41		13				257i8	114	115	20			
					3.0 TD1 245 S line Sport	£37110	273	195	41		13				259i8	114	115	20			
					3.0 TD1 245 S line Sport	£37205	273	195	41		13				261i8	114	115	20			
					3.0 TD1 245 S line Sport	£37300	273	195	41		13				263i8	114	115	20			
					3.0 TD1 245 S line Sport	£37400	273	195	41		13				265i8	114	115	20			
					3.0 TD1 245 S line Sport	£37500	273	195	41		13				267i8	114	115	20			
					3.0 TD1 245 S line Sport	£37600	273	195	41		13				269i8	114	115	20			
					3.0 TD1 245 S line Sport	£37700	273	195	41		13				271i8	114	115	20			
					3.0 TD1 245 S line Sport	£37800	273	195	41		13				273i8	114	115	20			
					3.0 TD1 245 S line Sport	£37900	273	195	41		13				275i8	114	115	20			
					3.0 TD1 245 S line Sport	£38000	273	195	41		13				277i8	114	115	20			
					3.0 TD1 245 S line Sport	£38100	273	195	41		13				279i8	114	115	20			
					3.0 TD1 245 S line Sport	£38200	273	195	41		13				281i8	114	115	20			
					3.0 TD1 245 S line Sport	£38300	273	195	41		13				283i8	114	115	20			
					3.0 TD1 245 S line Sport	£38400	273	195	41		13				285i8	114	115	20			
					3.0 TD1 245 S line Sport	£38500	273	195	41		13				287i8	114	115	20			
					3.0 TD1 245 S line Sport	£38600	273	195	41		13				289i8	114	115	20			
					3.0 TD1 245 S line Sport	£38700	273	195	41		13				291i8	114	115	20			
					3.0 TD1 245 S line Sport	£38800	273	195	41		13				293i8	114	115	20			
					3.0 TD1 245 S line Sport	£38900	273	195	41		13				295i8	114	115	20			
					3.0 TD1 245 S line Sport	£39000	273	195	41		13				297i8	114	115	20			
					3.0 TD1 245 S line Sport	£39100	273	195	41		13				299i8	114	115	20			
					3.0 TD1 245 S line Sport	£39200	273	195	41		13				301i8	114	115	20			
					3.0 TD1 245 S line Sport	£39300	273	195	41		13				303i8	114	115	20			
					3.0 TD1 245 S line Sport	£39400	273	195	41		13				305i8	114	115	20			
					3.0 TD1 245 S line Sport	£39500	273	195	41		13				307i8	114	115	20			
					3.0 TD1 245 S line Sport	£39600	273	195	41		13				309i8	114	115	20			
					3.0 TD1 245 S line Sport	£39700	273	195	41		13				311i8	114	115	20			
					3.0 TD1 245 S line Sport	£39800	273	195	41		13				313i8	114	115	20			
					3.0 TD1 245 S line Sport	£39900	273	195	41		13				315i8	114	115	20			
					3.0 TD1 245 S line Sport	£40000	273	195	41		13				317i8	114	115	20			
					3.0 TD1 245 S line Sport	£40100	273	195	41		13				319i8	114	115	20			
					3.0 TD1 245 S line Sport	£40200	273	195	41		13				321i8	114	115	20			
					3.0 TD1 245 S line Sport	£40300	273	195	41		13				323i8	114	115	20			
					3.0 TD1 245 S line Sport	£40400	273	195	41		13				325i8	114	115	20			
					3.0 TD1 245 S line Sport	£40500	273	195	41		13				327i8	114	115	20			
					3.0 TD1 245 S line Sport	£40600	273	195	41		13				329i8	114	115	20			
					3.0 TD1 245 S line Sport	£40700	273	195	41		13				331i8	114	115	20			
					3.0 TD1 245 S line Sport	£40800	273	195	41		13				333i8	114	115	20			
					3.0 TD1 245 S line Sport	£40900	273	195	41		13				335i8	114	115	20			
					3.0 TD1 245 S line Sport	£41000	273	195	41		13				337i8	114	115	20			
					3.0 TD1 245 S line Sport	£41100	273	195	41		13				339i8	114	115	20			
					3.0 TD1 245 S line Sport	£41200	273	195	41		13				341i8	114	115	20			
					3.0 TD1 245 S line Sport	£41300	273	195	41		13				343i8	114	115	20			
					3.0 TD1 245 S line Sport	£41400	273	195	41		13				345i8	114	115	20			
					3.0 TD1 245 S line Sport	£41500	273	195	41		13				347i8	114	115	20			
					3.0 TD1 245 S line Sport	£41600	273	195	41		13				349i8	114	115	20			
					3.0 TD1 245 S line Sport	£41700	273	195	41		13				351i8	114	115	20			
					3.0 TD1 245 S line Sport	£41800	273	195	41		13				353i8	114	115	20			
					3.0 TD1 245 S line Sport	£41900	273	195	41		13				355i8	114	115	20			
					3.0 TD1 245 S line Sport	£42000	273	195	41		13				357i8	114	115	20</			

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This price includes Audi Music Interface, 16" alloy wheels and Sports suspension. **And an Audi to call yours.**

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NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group						
328i SE	£31805	242	159	35	425d SE	£35430	215	131	33	525d SE	£36980	215	129	39	X1 5dr 4x4	Odd SUV best as rear-wheel drive. Good	★★★★★			CHEVROLET CORVETTE	2dr coupé	Left-hand drive heavy hitter.	★★★★★		1.6 Blue HDi 100 Flair	£17990	99	89	18	
328i Sport	£32105	242	159	34	425d Sport	£36930	215	131	34	525d Luxury	£39910	215	134	40	drive, poor cabin finish	★★★★★				ZR1 earns an extra star	★★★★★	1.6 e-HDi 92 Flair ET66	£16790	89	92	16				
330d xDrive SE	£37620	255	142	40	425d Luxury	£37930	215	131	34	525d M Sport	£39910	215	134	40	xDrive 25d xLine	£32540	215	154	26	6.2 V8 Grand Sport	£67530	311	316	48						
335d xDrive Luxury	£43020	309	148	43	425d M Sport	£38430	215	135	34	530d SE	£41455	241	134	43	xDrive 20i SE	£27280	181	176	28	6.2 V8 Grand Sport	£62996	431	316	48						
335d xDrive M Sport	£42820	309	148	43	430d Luxury	£40315	255	129	40	530d M Sport	£42720	241	144	43	xDrive 20i Sport	£28280	181	176	28	7.0 V8 Z06	£84238	505	305	50						
335i Luxury	£39760	302	189	37	430d xDrive Luxury	£41945	255	137	40	535d SE	£48920	308	148	45	xDrive 20i xLine	£29280	181	179	28	6.2 V8 ZR1	£123687	636	355	50						
335i M Sport	£39560	302	189	38	430d xDrive M Sport	£42465	255	141	40	535d M Sport	£48920	308	148	45	xDrive 20i Sport	£30280	181	179	28	6.2 V8 Grand Sport	£73228	431	293	50						
320i Sport	£28905	181	152	37	435d xDrive Luxury	£45245	308	143	41	535d SE	£48920	308	148	45	xDrive 16d SE	£42430	181	128	18						2.0 HDi 160 VTR+	£24070	107	125	20	
320i Luxury	£31105	181	152	31	435d xDrive M Sport	£45745	308	146	41	535d M Sport	£48920	308	148	45	xDrive 16d SE	£42530	181	128	22						2.0 HDi 160 Excl.	£25670	161	129	25	
320i M Sport	£30905	181	151	31	4 SERIES 2dr open	A quality product to be sure but the roof. ★★★★☆				518d M Sport	£35865	141	127	31	xDrive 18d Sport	£26230	181	128	22						C5 5dr estate	Spacious and comfy. An effective and interesting Mondeo rival	★★★★★			
328i Luxury	£34305	242	159	36	420d Luxury	£39880	181	133	31	530d Luxury	£46470	241	144	43	xDrive 18d M Sport	£28330	181	128	22						1.6 HDi 115 VTR	£22570	113	125	20	
328i M Sport	£34105	242	159	36	420d Sport	£40380	181	138	31	530d SE	£46490	302	179	42	xDrive 18d Sport	£27830	181	144	22						1.6 e-HDi 115 ET66 VTR+	£24470	107	117	28	
316d ES	£27575	114	123	20	420d SE	£37380	181	133	30	530d Sport	£46490	302	179	42	xDrive 18d xLine	£28830	181	178	28						2.0 HDi 160 VTR+	£25180	161	133	28	
316d SE	£28425	114	123	20	420d SE	£37380	181	133	30	530d Sport	£46490	302	179	42	xDrive 18d Sport	£28830	181	178	28						2.0 HDi 160 Excl.	£25670	161	129	25	
316d Sport	£28725	114	123	20	420d Sport	£38880	181	133	30	520d SE	£35865	181	151	37	xDrive 18d Sport	£26230	181	128	22						C5 5dr estate	Spacious and comfy. An effective and interesting Mondeo rival	★★★★★			
318d SE	£29675	141	124	24	428i Luxury	£40220	242	159	36	520d Luxury	£38165	181	162	37	xDrive 18d Efficient Dynamics	£26760	161	119	24						1.6 HDi 115 VTR	£22570	113	125	20	
318d Sport	£29975	141	124	24	428i M Sport	£40720	242	163	37	520d Sport	£38165	181	162	37	xDrive 18d Eff. Dyn. Business	£28160	181	119	24						1.6 e-HDi 115 ET66 VTR+	£24470	107	117	28	
318d Luxury	£32175	141	125	25	428i SE	£37720	242	159	36	528i SE	£38895	242	149	40	xDrive 18d Sport	£26760	181	129	24						2.0 HDi 160 VTR+	£25180	161	133	28	
318d M Sport	£31975	141	125	25	428i Sport	£39220	242	159	36	528i SE	£41730	242	154	41	xDrive 18d Sport	£27760	181	129	25						2.0 HDi 160 Excl.	£25670	161	133	25	
320d SE	£30775	181	125	31	430d M Sport	£45700	255	144	41	528i M Sport	£41730	242	154	41	xDrive 18d Sport	£28830	181	128	18						C5 5dr estate	Spacious and comfy. An effective and interesting Mondeo rival	★★★★★			
320d Luxury	£33275	181	125	32	435i Luxury	£45680	302	189	39	528d SE	£30565	181	122	30	xDrive 18d SE	£28830	181	128	18						1.6 HDi 115 VTR	£22570	113	125	20	
320d M Sport	£30375	181	125	32	435i M Sport	£46180	302	189	39	528d Luxury	£35865	141	127	31	xDrive 18d Sport	£29260	181	141	25						1.6 e-HDi 115 ET66 VTR+	£24470	107	117	28	
320d xDrive Sport	£32705	181	133	30	M4	£61145	425	213	45	528d SE	£34565	181	122	33	xDrive 20d xLine	£30260	181	127	32						C5 5dr estate	Spacious and comfy. An effective and interesting Mondeo rival	★★★★★			
320d xDrive Luxury	£34905	181	133	31	420i SE	£34910	181	154	30	528d Luxury	£37365	181	127	34	xDrive 20d Sport	£31260	181	145	25						1.6 HDi 115 VTR	£22570	113	125	20	
320d xDrive M Sport	£34705	181	133	31	420i Sport	£36410	181	154	31	528d M Sport	£37365	181	127	34	xDrive 20d Sport	£33540	215	154	27						1.6 e-HDi 115 VTR	£24470	107	117	28	
330d SE	£36105	255	135	38	420i Luxury	£37410	181	154	31	528d SE	£39310	215	136	39	X3 5dr 4x4	New X3 has an appealing organic drive and practical body	★★★★★									C5 5dr estate	Spacious and comfy. An effective and interesting Mondeo rival	★★★★★		
330d Luxury	£38605	255	135	38	420i M Sport	£37910	181	151	31	528d Luxury	£42125	215	141	40	xDrive 18d SE	£31295	181	131	26						1.6 HDi 115 VTR	£22570	113	125	20	
330d M Sport	£38405	255	135	38	425d SE	£39240	218	138	34	528d M Sport	£43515	240	141	40	xDrive 20d SE	£32395	181	140	30						1.6 HDi 115 VTR	£22570	113	125	20	
330d xDrive Luxury	£40120	255	124	41	425d Sport	£40740	218	138	34	530d SE	£34595	181	128	30	xDrive 20d Sport	£36295	181	131	31						1.6 HDi 115 VTR	£22570	113	125	20	
330d xDrive M Sport	£39920	255	124	41	425d Luxury	£41740	218	138	34	530d M Sport	£36470	215	144	43	xDrive 20d M Sport	£36295	181	131	31						1.6 HDi 115 VTR	£22570	113	125	20	
3 SERIES 5dr hatch	Meets 3-Series talent. Duller but decent	★★★★★			425d M Sport	£42255	218	142	35	5 SERIES 5dr hatch	Fine cabin, but only seats four. Ride and steering	★★★★★																		
318d SE	£33525	141	122	25	435d xDrive Luxury	£41900	308	151	42	530d M Sport	£41855	255	139	43	xDrive 20d M Sport	£36295	181	131	31						C5 5dr hatch	Jack of all trades, master of none. Nice styling	★★★★★			
318d M Sport	£33125	141	122	25	435d xDrive M Sport	£41900	308	151	42	530d SE	£41855	255	139	43	xDrive 20d Sport	£36295	181	131	31						1.6 HDi 115 VTR	£22570	113	125	20	
320d SE	£33105	141	122	31	430d xDrive SE	£34960	308	152	41	530d Sport	£41855	255	139	43	xDrive 20d Sport	£36295	181	131	31						1.6 HDi 115 VTR	£22570	113	125	20	
320d Luxury	£33105	141	122	31	430d xDrive M Sport	£36460	181	164	31	530d M Sport	£41855	255	139	43	xDrive 20d Sport	£36295	181	131	31						1.6 HDi 115 VTR	£22570	113	125	20	
328d SE	£33275	141	122	31	435d xDrive SE	£36465	306	186	36	530d Sport	£41855	255	139	43	xDrive 20d Sport	£36295	181	131	31						1.6 HDi 115 VTR	£22570	113	125	20	
328d Luxury	£33275	141	122	31	435d xDrive M Sport	£36465	306	186	36	530d SE	£41855	255	139	43	xDrive 20d Sport	£36295	181	131	31						1.6 HDi 115 VTR	£22570	113	125	20	
320d Sport	£33375	181	129	30	435d xDrive Sport	£36460	181	129	30	530d M Sport	£41855	255	139	43	xDrive 20d Sport	£36295	181	131	31						1.6 HDi 115 VTR	£22570	113	125	20	
320d Luxury	£33375	181	129	30	435d xDrive M Sport	£36460	181	129	30	530d SE	£41855	255	139	43	xDrive 20d Sport	£36295	181	131	31						1.6 HDi 115 VTR	£22570	113	125	20	
320d xDrive Sport	£33375	181	129	30	435d xDrive Sport	£36460	181	129	30	530d Sport	£41855	255	139	43	xDrive 20d Sport	£36295	181	131	31						1.6 HDi 115 VTR	£22570	113	125	20	
320d xDrive Luxury	£33375	181	129	30																										

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group		
1.6 THP 155 Excl.	£23020	154	139	21	1.2 Pop	£10420	68	113	5	1.4 8v GBT	£12785	76	132	8	1.0 TDCi 125 EcoBoost Zetec	£18795	123	108	14		
1.6 THP 155 Excl.+	£25420	154	142	22	1.2 Lounge	£11820	68	113	6	1.3 85 MultiJet Easy	£14375	85	90	13	1.0 TDCi 125 EcoBoost Zetec S	£20045	123	109	14		
1.6 e-HDI 90 ETG VTR	£20850	91	98	15	1.2 S	£11970	68	113	9	1.3 85 MultiJet GBT	£14875	85	90	13	1.0 TDCi 125 EcoBoost Titanium	£20295	123	108	14		
1.6 e-HDI 115 VTR+	£22110	91	98	15	1.2 Cdti	£13320	68	113	9						1.0 TDCi 125 EcoBoost Titanium X	£22295	123	108	14		
1.6 e-HDI 115 Excl.	£22210	113	105	19	1.4 T-Jet Abarth	£14255	133	155	26						1.5 TDCi 150 EcoBoost Zetec S	£20545	148	137	14		
1.6 e-HDI 115 Excl.+	£23510	113	105	18	1.3 MultiJet Lounge	£14220	94	97	15						1.5 TDCi 150 EcoBoost Titanium	£20795	148	137	14		
2.0 Blue HDi 150 Excl.	£25910	113	105	19	1.3 MultiJet S	£14370	94	97	14						1.5 TDCi 182 EcoBoost Titanium X	£23595	180	137	14		
2.0 Blue HDi 150 Excl.+	£24710	148	110	24	1.3 MultiJet Cult	£15720	94	97	14							£13995	84	136	7		
DACIA					SOLO 500 CONVERTIBLE 2dr open	Desirable, cute city car.				KA 3dr hatch	An agile drive and energetic petrol engine. Wooden ride	★★★★★			1.2 Studio	Studio Connect	68	115	3	1.0 TDCi 95 Style	
SANDERO 5dr hatch	A clever budget prospect. But its limitations are unavoidable	★★★★★			0.9 TwinAir 105 60	£18170	103	92	15	1.2 Edge	£8945	68	115	3	1.2 Studio	1.2 Edge	68	115	3	1.0 TDCi 95 Studio	
0.9 Tce Ambiance	£7595	89	116	6	0.9 TwinAir 85 Colour Therapy	£14970	84	92	15	1.2 Zetec	£10695	68	115	3	1.2 Zetec	1.2 Edge	68	115	3	1.0 TDCi 95 Zetec	
0.9 Tce Laureate	£8795	89	116	7	0.9 TwinAir 85 S	£1670	84	92	15	1.2 Titanium	£11195	68	115	3	1.2 Titanium	1.2 Zetec	68	115	3	1.0 TDCi 95 Titanium	
0.9 Tce Stepway Ambiance	£8395	89	124	8	1.2 Colour Therapy	£13770	68	113	10	1.2 Metal	£11445	68	115	5	1.2 Metal	1.2 Titanium	68	115	5	1.0 TDCi 95 Metal	
0.9 Tce Stepway Laureate	£9995	89	124	8						B-MAX 5dr mpv	Fiesta dynamics and sliding door	★★★★★			2.0 TDCi 120 EcoBoost ST-3	£25945	247	159	36	1.0 TDCi 95 B-Max	
1.2 Access	£5995	74	135	2	1.2 60	£16490	68	113	10	1.0 EcoBoost 100 Zetec	£15495	99	119	9	1.0 EcoBoost 100 Zetec	1.0 EcoBoost 100 Zetec	99	119	9	1.0 EcoBoost 100 Zetec	
1.2 Ambiance	£6795	74	135	2	1.2 S	£14970	68	113	10	1.0 EcoBoost 125 Zetec S-5	£16095	118	99	13	1.0 EcoBoost 125 Zetec S-5	1.0 EcoBoost 125 Zetec S-5	118	99	13	1.0 EcoBoost 125 Zetec S-5	
1.2 Laureate	£7995	74	135	2	1.3 MultiJet 60	£18890	94	97	18	1.0 EcoBoost 125 Titanium	£17295	119	99	13	1.0 EcoBoost 125 Titanium	1.0 EcoBoost 125 Titanium	119	99	13	1.0 EcoBoost 125 Titanium	
1.5 dCi Ambiance	£8595	89	99	9	1.3 MultiJet S	£17370	94	97	18	1.0 EcoBoost 125 Titanium	£18495	118	99	13	1.0 EcoBoost 125 Titanium	1.0 EcoBoost 125 Titanium	118	99	13	1.0 EcoBoost 125 Titanium	
1.5 dCi Laureate	£9795	89	99	9	1.4 16v Turbo T-Jet Abarth	£17690	84	92	15	1.0 EcoBoost 140 Studio	£13095	89	139	7	1.0 EcoBoost 140 Studio	1.0 EcoBoost 140 Studio	89	139	7	1.0 EcoBoost 140 Studio	
1.5 dCi Stepway Ambiance	£9395	89	105	9	0.9 TwinAir 85 Lounge S-5	£15900	84	92	15	1.0 EcoBoost 140 Zetec	£14895	89	139	8	1.0 EcoBoost 140 Zetec	1.0 EcoBoost 140 Zetec	89	139	8	1.0 EcoBoost 140 Zetec	
1.5 dCi Stepway Laureate	£10995	89	105	9	0.9 TwinAir 85 Cult	£16900	84	92	15	1.0 EcoBoost 140 Powershift	£16595	103	149	10	1.0 EcoBoost 140 Powershift	1.0 EcoBoost 140 Powershift	103	149	10	1.0 EcoBoost 140 Powershift	
LOGAN MCV 5dr estate	Lacks its stilettos.	★★★★★			0.9 TwinAir 105 Cult	£17500	103	92	15	1.0 EcoBoost 150 Titanium	£17795	103	149	11	1.0 EcoBoost 150 Titanium	1.0 EcoBoost 150 Titanium	103	149	11	1.0 EcoBoost 150 Titanium	
0.9 Ambiance	£8595	89	116	9	1.2 Lounge S-5	£13420	68	113	9	1.0 EcoBoost 150 Zetec	£16295	74	109	8	1.0 EcoBoost 150 Zetec	1.0 EcoBoost 150 Zetec	74	109	8	1.0 EcoBoost 150 Zetec	
0.9 Laureate	£7995	89	116	9	1.2 Cult	£14700	68	113	10	1.0 EcoBoost 150 Zetec	£16795	94	104	10	1.0 EcoBoost 150 Zetec	1.0 EcoBoost 150 Zetec	94	104	10	1.0 EcoBoost 150 Zetec	
DUSTER 5dr 4x4	Cheap, but cheerfully robust.	Surprisingly convincing presence	★★★★★		1.3 MultiJet 140 Cross	£17100	94	97	18	1.0 EcoBoost 150 Titanium	£17995	94	104	11	1.0 EcoBoost 150 Titanium	1.0 EcoBoost 150 Titanium	94	104	11	1.0 EcoBoost 150 Titanium	
1.6 16v 105 Access 2WD	£9495	103	165	6	1.4 MultiJet 140 Cross Plus	£20345	133	155	27	1.0 EcoBoost 150 Titanium	£16005	99	111	11	1.0 EcoBoost 150 Titanium	1.0 EcoBoost 150 Titanium	99	111	11	1.0 EcoBoost 150 Titanium	
1.6 16v 105 Access 4WD	£11495	103	185	5	1.3 MultiJet 95 Pop Star	£18095	94	109	19	1.0 EcoBoost 150 Titanium	£16125	133	155	27	1.0 EcoBoost 150 Titanium	1.0 EcoBoost 150 Titanium	133	155	27	1.0 EcoBoost 150 Titanium	
1.5 dCi 110 Ambiance 2WD	£11995	106	130	10	1.6 MultiJet 120 Pop Star	£19095	118			1.0 EcoBoost 150 Titanium	£16795	123	199	16	1.0 EcoBoost 150 Titanium	1.0 EcoBoost 150 Titanium	123	199	16	1.0 EcoBoost 150 Titanium	
1.5 dCi 110 Ambiance 4WD	£13995	107	135	10	1.6 MultiJet 120 Lounge	£20845	118			1.0 EcoBoost 150 Powershift	£15645	123	199	15	1.0 EcoBoost 150 Powershift	1.0 EcoBoost 150 Powershift	123	199	15	1.0 EcoBoost 150 Powershift	
1.5 dCi 110 Laureate 2WD	£13495	106	130	11	1.6 MultiJet 120 Cross	£20095	118			1.0 EcoBoost 150 Lounge	£10145	59	120	3	1.25 60 Studio	1.0 EcoBoost 150 Lounge	59	120	3	1.0 EcoBoost 150 Lounge	
1.5 dCi 110 Laureate 4WD	£15495	107	135	10	1.6 MultiJet 120 Cross Plus	£21845	118			1.0 EcoBoost 150 Lounge	£11845	59	120	4	1.25 60 Style	1.0 EcoBoost 150 Lounge	11845	59	120	4	1.0 EcoBoost 150 Lounge
FERRARI					2.0 MTSI 140 Cross Plus AW	£25845	110	147	2	1.25 Zetec	£13095	80	120	7	1.5 TDCi 120 Zetec S	£21395	123	110	4	1.0 EcoBoost 150 Lounge	
F12 2dr coupé	Proper V12 Ferrari with serious exclusivity and appeal	★★★★★			500 5dr mpv	£18095	94	109	18	1.0 EcoBoost 150 Lounge	£14845	103	138	12	1.0 EcoBoost 150 Lounge	£18395	99	109	10	1.0 EcoBoost 150 Lounge	
6.3 V12	£239352	730	350	50	SOLO 500 mpv	£18095	94	109	18	1.0 EcoBoost 150 Lounge	£13095	79	96	6	1.0 TDCi 100 Style	£18095	99	109	10	1.0 EcoBoost 150 Lounge	
FF 2dr coupé	Four-door Ferrari estate has appeal but lacks classic DNA	★★★★★			1.0 EcoBoost 150 Lounge	£16190	103	112	11	1.0 EcoBoost 150 Lounge	£14595	79	97	7	1.0 TDCi 100 Style	£18095	99	109	10	1.0 EcoBoost 150 Lounge	
6.3 V12	£220777	651	360	50	CALIFORNIA 2dr open	Sleek, comfortable and fast.				1.0 EcoBoost 150 Lounge	£18095	94	111	11	1.0 EcoBoost 150 Lounge	£15095	99	111	11	1.0 EcoBoost 150 Lounge	
PANDA 5dr hatch	Cheap, practical and very nearly spot on	★★★★★			1.0 MultiJet 140 Pop Star	£18090	83	110	8	1.0 MultiJet 140 Pop Star	£16690	84	110	9	1.0 MultiJet 140 Pop Star	£18095	99	111	11	1.0 MultiJet 140 Pop Star	
0.9 Twinair 105 4x4 Antartica	£14995	84	105	6	1.0 MultiJet 120 Trekking	£20290	68	120	17	1.0 MultiJet 140 Pop Star	£16190	84	145	10	1.0 MultiJet 140 Pop Star	1.0 MultiJet 140 Pop Star	84	145	10	1.0 MultiJet 140 Pop Star	
0.9 Twinair 105 4x4 Antartica	£15995	74	125	7	1.0 MultiJet 120 Trekking	£16340	94	145	10	1.0 MultiJet 140 Pop Star	£16190	84	145	10	1.0 MultiJet 140 Pop Star	1.0 MultiJet 140 Pop Star	84	145	10	1.0 MultiJet 140 Pop Star	
0.9 Twinair 85 Easy	£11095	84	99	7	1.0 MultiJet 120 Lounge 7st	£20330	118	117	17	1.0 MultiJet 140 Pop Star	£16190	84	145	10	1.0 MultiJet 140 Pop Star	1.0 MultiJet 140 Pop Star	84	145	10	1.0 MultiJet 140 Pop Star	
0.9 Twinair 85 Lounge	£11595	84	99	7	1.0 MultiJet 120 Pop Star 7st	£18830	118	117	17	1.0 MultiJet 140 Pop Star	£16190	84	145	10	1.0 MultiJet 140 Pop Star	1.0 MultiJet 140 Pop Star	84	145	10	1.0 MultiJet 140 Pop Star	
0.9 Twinair 85 4x4	£14295	84	114	7	1.0 MultiJet 120 Pop Star 7st	£17330	103	112	11	1.0 MultiJet 140 Pop Star	£16190	84	145	10	1.0 MultiJet 140 Pop Star	1.0 MultiJet 140 Pop Star	84	145	10	1.0 MultiJet 140 Pop Star	
1.2 Pop	£9095	68	120	3	1.0 MultiJet 105 Lounge 7st	£18830	103	112	11	1.0 MultiJet 140 Pop Star	£16190	84	145	10	1.0 MultiJet 140 Pop Star	1.0 MultiJet 140 Pop Star	84	145	10	1.0 MultiJet 140 Pop Star	
1.2 Easy	£9895	68	120	2	1.0 MultiJet 105 Pop Star	£15840	74	145	9	1.0 MultiJet 140 Pop Star	£16190	84	145	10	1.0 MultiJet 140 Pop Star	1.0 MultiJet 140 Pop Star	84	145	10	1.0 MultiJet 140 Pop Star	
1.2 Lounge	£10395	68	120	3	1.0 MultiJet 105 Pop Star	£17340	94	145	9	1.0 MultiJet 140 Pop Star	£16190	84	145	10	1.0 MultiJet 140 Pop Star	1.0 MultiJet 140 Pop Star	84	145	10	1.0 MultiJet 140 Pop Star	
1.3 MultiJet 75 Pop	£11295	74	104	7	1.0 MultiJet 105 Pop Star 7st	£17330	83	110	8	1.0 MultiJet 140 Pop Star	£16190	84	145	10	1.0 MultiJet 140 Pop Star	1.0 MultiJet 140 Pop Star	84	145	10	1.0 MultiJet 140 Pop Star	
1.3 MultiJet 75 Easy	£12095	74	104	7	1.0 MultiJet 105 Pop Star 7st	£18830	83	110	9	1.0 MultiJet 140 Pop Star	£16190	84	145	10	1.0 MultiJet 140 Pop Star	1.0 MultiJet 140 Pop Star	84	145	10	1.0 MultiJet 140 Pop Star	

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From **M1** Northbound: Exit J21, M69, A46, Exit A46 to join B4113.

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
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KUGA 5dr 4x4	Bigger Kuga has taken a stylistic step backwards, but the strengths remain. ★★★★★
2.0 TDCi 180 Titanium X Sport	£32045 178 135 22
1.6T 150 EcoBoost Titanium X-S	£28350 148 154 20
1.6T 182 EcoBoost Titanium X-S	£32510 180 179 23
2.0 TDCi 140 Titan X Sport 2WD	£29750 138 139 22
2.0 TDCi 163 Titanium X Sport	£31750 138 154 24
1.6T 150 EcoBoost Zetec 2WD	£21000 148 154 20
1.5T 150 EcoBoost Zetec 2WD	£21000 148 143 20
1.5T 150 EcoBoost Zetec 2WD	£22645 148 143 20
1.5T 150 EcoBoost Titanium	£23140 118 94 16
1.5T 150 EcoBoost Titanium X	£23595 148 143 20
1.6T 150 EcoBoost Titanium X	£23510 180 179 23
1.6T 150 EcoBoost Titanium X	£25960 180 179 23
1.5T 182 EcoBoost Titanium X	£29545 180 171 23
1.5T 182 EcoBoost Titanium X Sport	£32495 180 171 23
CIVIC 5dr hatch	A real contender, but the lack of rear legroom is a hindrance. ★★★★★
1.4 i-VTEC S	£15975 99 129 5
1.4 i-VTEC S Nav	£16815 99 129 5
1.6 i-TEC EX Plus	£25140 118 98 16
1.6 i-TEC S	£18755 99 144 15
1.6 i-TEC SE Plus	£20570 118 94 15
1.6 i-TEC SE Plus-Nav	£21180 118 94 15
1.6 i-TEC S Nav	£19365 118 94 15
1.6 i-TEC SR	£23140 118 94 16
1.6 i-TEC EX Plus	£23935 99 145 16
1.6 i-TEC S	£17635 140 137 13
1.6 i-TEC SE Plus	£19565 99 144 15
1.6 i-TEC S Nav	£20995 126 115 13
1.8 i-TEC SE Plus-Nav	£20175 99 144 15
1.8 i-TEC S Nav	£18245 140 137 14
1.8 i-TEC EX Plus	£22130 99 145 16
1.8 i-TEC SR	£19615 99 144 15
1.8 i-TEC Sport	£20225 99 145 16
1.6 i-TEC Sport	£20820 118 98 15
1.6 i-TEC Sport-Nav	£21430 118 98 15
CIVIC TOURER 5dr estate	Versatile, comfortable and frugal, only price marks its scorecard. ★★★★★
2.0 TDCi 140 Zetec 2WD	£22400 138 139 20
2.0 TDCi 150 Zetec 2WD	£22695 148 122 20
2.0 TDCi 140 Zetec	£23900 138 154 21
2.0 TDCi 140 Titanium 2WD	£24050 138 139 21
2.0 TDCi 150 Titanium 2WD	£24345 148 122 20
2.0 TDCi 140 Titanium X	£26800 138 139 21
2.0 TDCi 150 Titanium X	£27095 148 122 20
2.0 TDCi 150 Titanium X Sport	£30405 148 122 20
2.0 TDCi 163 Titanium	£26050 138 154 22
2.0 TDCi 150 Zetec AWD	£24195 148 135 22
2.0 TDCi 163 Titanium X	£28800 138 154 24
2.0 TDCi 180 Titanium AWD	£26345 178 135 22
2.0 TDCi 180 Titanium X AWD	£29095 178 135 22
C-MAX 5dr mpv	As fun to drive as it is easy to live with. ★★★★★
1.0T 100 EcoBoost Zetec S-S	£18150 99 117 10
1.0T 125 EcoBoost Zetec S-S	£18650 123 117 13
1.0T 100 EcoBoost Titanium S-S	£19650 99 117 10
1.0T 125 EcoBoost Titanium S-S	£20150 123 117 13
1.0T 125 EcoBoost Titanium X-S	£22150 123 117 14
1.0T 150 Zetec S	£17655 103 149 11
1.0T 150 EcoBoost Titanium S-S	£20855 148 144 19
1.0T 182 EcoBoost Titanium X-S	£23605 180 144 22
1.6 TDCi 150 Zetec AWD	£19150 114 117 16
1.6 TDCi 115 Titanium	£20650 114 117 16
1.6 TDCi 115 Titanium X	£22650 114 117 16
2.0 TDCi 140 Titanium	£21725 138 129 20
2.0 TDCi 163 Titanium X	£24225 161 129 22
GRAND C-MAX 5dr mpv	Fun and practical seven-seater. ★★★★★
1.0T 100 EcoBoost Zetec S-S	£18150 99 117 10
1.0T 125 EcoBoost Zetec S-S	£18650 123 117 13
1.0T 100 EcoBoost Titanium S-S	£19650 99 117 10
1.0T 125 EcoBoost Titanium S-S	£20150 123 117 13
1.0T 125 EcoBoost Titanium X-S	£22150 123 117 14
1.0T 150 Zetec S	£17655 103 149 11
1.0T 150 EcoBoost Titanium S-S	£20855 148 144 19
1.0T 182 EcoBoost Titanium X-S	£23605 180 144 22
1.6 TDCi 150 Zetec AWD	£19150 114 117 16
1.6 TDCi 115 Titanium	£20650 114 117 16
1.6 TDCi 115 Titanium X	£22650 114 117 16
2.0 TDCi 140 Titanium	£21725 138 129 20
2.0 TDCi 163 Titanium X	£24225 161 129 22
C-MAX 5dr mpv	Fun and practical seven-seater. ★★★★★
1.0T 100 EcoBoost Zetec S-S	£18150 99 117 10
1.0T 125 EcoBoost Zetec S-S	£18650 123 117 13
1.0T 100 EcoBoost Titanium S-S	£19650 99 117 10
1.0T 125 EcoBoost Titanium S-S	£20150 123 117 13
1.0T 125 EcoBoost Titanium X-S	£22150 123 117 14
1.0T 150 Zetec S	£17655 103 149 11
1.0T 150 EcoBoost Titanium S-S	£20855 148 144 19
1.0T 182 EcoBoost Titanium X-S	£23605 180 144 22
1.6 TDCi 150 Zetec AWD	£19150 114 117 16
1.6 TDCi 115 Titanium	£20650 114 117 16
1.6 TDCi 115 Titanium X	£22650 114 117 16
2.0 TDCi 140 Titanium	£21725 138 129 20
2.0 TDCi 163 Titanium X	£24225 161 129 22
GRAND C-MAX 5dr mpv	Fun and practical seven-seater. ★★★★★
1.0T 100 EcoBoost Zetec S-S	£18150 99 117 10
1.0T 125 EcoBoost Zetec S-S	£18650 123 117 13
1.0T 100 EcoBoost Titanium S-S	£19650 99 117 10
1.0T 125 EcoBoost Titanium S-S	£20150 123 117 13
1.0T 125 EcoBoost Titanium X-S	£22150 123 117 14
1.0T 150 Zetec S	£17655 103 149 11
1.0T 150 EcoBoost Titanium S-S	£20855 148 144 19
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1.6 TDCi 115 Titanium X	£22650 114 117 16
2.0 TDCi 140 Titanium	£21725 138 129 20
2.0 TDCi 163 Titanium X	£24225 161 129 22
C-MAX 5dr mpv	Huge seven-seat MPV. Easy to park on the road, not cheap. ★★★★★
2.2 TDCi 200 Titanium X	£32875 197 179 27
1.6 TDCi 160 Zetec S-S	£25670 158 167 18
1.6 TDCi 160 Eco T-S	£25750 158 167 18
1.6 TDCi 160 Eco T-S-S	£30070 158 167 18
2.0 TDCi 200 Titanium	£23250 179 174 27
2.2 TDCi 200 Titanium X	£31620 197 174 26
GALAXY 5dr mpv	Huge seven-seat MPV. Easy to park on the road, not cheap. ★★★★★
2.2 TDCi 200 Titanium X	£32875 197 179 27
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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.2 DIG-5 Visia	£12045	97	95	10	1.6 THP 200 GTi	£19100	197	139	30	1.6 e-HDI 115 Access EGC	£21895	113	113	16
1.2 DIG-5 Scenta	£13045	97	99	10	1.4 HDi Access+	£13245	67	98	11	1.6 e-HDI 115 Active EGC	£23495	113	123	17
1.2 DIG-5 Tekna	£14445	97	99	11	1.4 HDi Active	£14195	67	98	11	1.6 e-HDI 115 Allure EGC	£25295	113	126	16
JKU 5dr hatch High-riding, funky hatch is a compelling package. High CO ₂	★★★★★				1.4 HDi Style	£14945	67	98	10	1.6 HDi 115 Access	£21045	113	124	16
1.2 DIG-T Acenta	£15320	114	129	12	1.6 e-HDI 92 Allure	£15595	91	95	17	1.6 HDi 115 Allure	£22745	113	128	17
1.2 DIG-T Acenta Premium	£16470	114	129	12	1.6 e-HDI 92 XY	£17895	91	95	17	2.0 HDi 150 Active	£23750	148	138	20
1.2 DIG-T Tekna	£16760	114	129	12	1.6 e-HDI 115 XY	£18545	91	99	20	2.0 HDi 163 Active auto	£24950	161	161	19
1.6 Visia	£13420	93	138	12	208 5dr hatch Big improvement for Peugeot, if not the supermini class	★★★★★				2.0 HDi 163 Auto	£25550	148	140	20
1.6 DIG-T 190 Acenta Premium	£17900	188	159	21	1.6 VTi Access	£10795	67	99	5	2.0 HDi 150 Allure	£26750	161	149	19
1.6 DIG-T 190 Tekna	£19100	188	159	21	1.6 VTi Access+	£12045	67	99	6	2.0 HDi 150 Allure	£27150	197	155	34
1.6 DIG-T 200 Nismo	£21650	197	159	21	1.6 VTi Active	£12995	67	99	6	RCZ 2dr coupé Classy, interesting, fun coupe. Peugeot's got its mojo back	★★★★★			
1.5 dCi Visia	£15320	109	104	13	1.6 VTi Active	£16850	118	149	14	1.6 THP 156 Sport	£22350	154	149	27
1.5 dCi Acenta	£16715	109	104	13	1.6 VTi Active	£13495	81	104	8	1.6 THP 156 GT	£24750	154	149	28
1.5 dCi Acenta Premium	£17865	109	104	13	1.2 VTi Access	£12545	81	104	8	1.6 THP 200 Sport	£24495	197	155	33
1.5 dCi Tekna	£19065	109	104	13	1.2 VTi Allure	£14695	81	104	8	1.6 THP 200 GT	£27150	197	155	34
NOTE 5dr hatch It lacks a bit of verve, but objectively the Note is entirely fit for purpose	★★★★★				1.2 VTi Styling	£12425	81	104	11	2.0 HDi 163 sport	£24200	161	130	30
1.2 Visia	£12130	78	109	6	1.6 VTi Feline	£17245	118	129	14	2.0 HDi 163 GT	£26600	161	130	30
1.2 Acenta	£13525	78	109	6	1.4 HDi Access+	£13845	67	98	11	1.6 VTi Allure auto	£16850	118	149	14
1.2 Acenta Premium	£14425	78	109	6	1.4 HDi Active	£14795	67	98	11	1.6 VTi Allure	£16465	91	95	17
1.2 DIG-5 Acenta	£14625	97	99	10	1.4 HDi Style	£15545	67	98	10	BOXSTER 2dr open Honed, toned and cosmetically enhanced. Scarily brilliant	★★★★★			
1.2 DIG-S Acenta Premium	£15525	97	99	10	1.4 HDi Active EGC	£15495	67	81	11	1.6 VTi Allure	£16195	91	95	17
1.2 DIG-S Tekna	£16230	97	99	10	1.6 e-HDI 92 Style	£16195	91	95	17	2.0 HDi 163 Allure	£17350	161	149	20
1.5 dCi Visia	£14130	89	92	8	1.6 e-HDI 92 Allure	£16645	91	95	17	2.0 HDi 163 Allure	£17550	161	149	20
1.5 dCi Acenta	£15525	89	92	8	1.6 e-HDI 115 Feline	£18695	113	99	19	CAYMAN 2dr coupé Roof seals the deal. A five-star car by any measure	★★★★★			
1.5 dCi Acenta Premium	£16425	89	92	8	308 5dr hatch Thoughtfully developed and very well appointed but still no class leader	★★★★★				1.2 TCR 115 GT Line S	£19995	113	119	19
1.5 dCi Tekna	£17130	89	92	8	1.6 e-HDI 115 XY	£18695	113	99	19	1.2 TCR 115 GT Line S	£20070	113	119	19
LEAF 5dr hatch Comfortable electric car with 100-mile range	★★★★★				1.2 PureTech 110 Active	£17945	108	105	13	1.2 TCR 115 GT Line S	£20070	113	119	19
80kw Tekna	£30590	107	0	23	1.2 PureTech 110 Allure	£19145	81	105	13	1.2 TCR 115 GT Line S	£20070	113	119	19
80kw Visia	£26490	107	0	23	1.2 PureTech 110 Sport	£17445	108	105	13	1.2 TCR 115 GT Line S	£20070	113	119	19
80kw Visia +	£27590	107	0	23	1.2 PureTech 130 Active	£18695	128	107	14	1.2 TCR 115 GT Line S	£20070	113	119	19
80kw Acenta	£28590	107	0	23	1.2 PureTech 130 Allure	£19145	128	110	15	1.2 TCR 115 GT Line S	£20070	113	119	19
PULSAR 5dr hatch Undeniably fit for purpose, but its appeal goes no deeper than that	★★★★★				1.2 PureTech 130 Sport	£21445	128	110	15	1.2 TCR 115 GT Line S	£20070	113	119	19
1.2 DIG-5 115 Visia	£15995	114	117	10	1.6 HDi 92 Access	£16945	91	93	15	1.2 PureTech 130 S	£20445	128	110	15
1.2 DIG-5 115 Acenta	£17645	114	117	10	1.6 HDi 92 Active	£18645	91	93	15	1.2 PureTech 130 S	£20445	128	110	15
1.2 DIG-5 115 N-tec	£18995	114	117	10	1.6 Blue HDi 120 Active	£19845	116	82	22	1.2 PureTech 130 S	£20445	128	110	15
1.2 DIG-5 115 Tekna	£20345	114	117	10	1.6 Blue HDi 120 Allure	£21045	118	84	24	911 2dr coupé The best just got better. Still more worthy of its iconic status	★★★★★			
1.5 dCi 110 Visia	£17595	109	94	11	1.6 HDi 115 Active	£19445	113	95	18	1.2 PureTech 130 S	£20445	128	110	15
1.5 dCi 110 Acenta	£19245	109	94	11	1.6 HDi 115 Allure	£20645	108	100	18	34 Carrera	£74199	345	212	46
1.5 dCi 110 n-tec	£20595	109	94	11	1.6 HDi 115 GT Line	£22195	113	100	18	1.2 PureTech 130 S	£20445	128	110	15
1.5 dCi 110 Tekna	£21945	109	94	11	2.0 Blue HDi 150 Allure	£21945	148	105	25	1.2 PureTech 130 S	£20445	128	110	15
OASHOAI 5dr hatch Second generation a treat	★★★★★				1.2 PureTech 130 Sport	£23495	148	105	26	911 CABRIOLET 2dr open The best just got better. Still more worthy of its iconic status	★★★★★			
update of the first. The crossover to beat					1.2 PureTech 180 GT	£25945	178	103	26	1.2 PureTech 130 S	£20445	128	110	15
1.6 DIG-5 115 Visia	£15995	114	117	10	1.6 HDi 92 Active	£16945	91	93	15	1.2 PureTech 130 S	£20445	128	110	15
1.6 DIG-5 115 Acenta	£17645	114	117	10	1.6 HDi 92 Active	£18645	91	93	15	1.2 PureTech 130 S	£20445	128	110	15
1.6 DIG-5 115 N-tec	£18995	114	117	10	1.6 Blue HDi 120 Active	£19845	116	82	22	911 SPIDER 2dr open Porsche's hybrid hypercar. rare and hugely fast. new five-star model	★★★★★			
1.6 DIG-5 115 Tekna	£20345	114	117	10	1.6 Blue HDi 120 Allure	£21045	118	84	24	1.2 PureTech 130 S	£20445	128	110	15
1.5 dCi 110 Visia	£17595	109	94	11	1.6 HDi 115 Active	£19445	113	95	18	1.2 PureTech 130 S	£20445	128	110	15
1.5 dCi 110 Acenta	£19245	109	94	11	1.6 HDi 115 Allure	£20645	108	100	18	1.2 PureTech 130 S	£20445	128	110	15
1.5 dCi 110 n-tec	£20595	109	94	11	1.6 HDi 115 XY	£22195	113	100	18	1.2 PureTech 130 S	£20445	128	110	15
1.5 dCi 110 Tekna	£21945	109	94	11	2.0 Blue HDi 150 Allure	£21945	148	105	25	911 2dr coupé Porsche's hybrid hypercar. rare and hugely fast. new five-star model	★★★★★			
XT-TRAIL 5dr 4x4 Sleek, Qashqai-based crossover is an easy win if you require seven seats	★★★★★				1.2 PureTech 180 Active	£18845	108	103	13	1.2 PureTech 180 Active	£18845	108	103	13
2.0 BlueHDi 150 Active	£23195	128	129	19	508 4dr saloon Very competent and likeable package	★★★★★				1.2 PureTech 180 Active	£18845	108	103	13
1.6 dCi Visia	£23195	128	129	19	1.6 dCi 150 Active	£20404	81	111	13	1.2 PureTech 180 Active	£18845	108	103	13
1.6 dCi Acenta	£24995	128	129	19	1.6 dCi 150 Allure	£21945	148	105	25	1.2 PureTech 180 Active	£18845	108	103	13
1.6 dCi Acenta Premium	£26745	128	129	19	1.6 dCi 150 XY	£22195	148	105	25	1.2 PureTech 180 Active	£18845	108	103	13
1.6 dCi Tekna	£28590	128	129	19	1.6 dCi 180 GT	£25945	202	130	30	1.2 PureTech 180 Active	£18845	108	103	13
PATHFINDER 5dr 4x4 Tough, but no Discovery	★★★★★				1.2 PureTech 180 Active	£18845	201	130	30	1.2 PureTech 180 Active	£18845	108	103	13
Spacious but unrefined					1.2 PureTech 180 Active	£18845	201	130	30	1.2 PureTech 180 Active	£18845	108	103	13
2.5 dCi 190 Acenta	£32495	188	224	31	1.2 PureTech 180 Active	£18845	201	130	30	1.2 PureTech 180 Active	£18845	108	103	13
2.5 dCi 190 Tekna	£36280	188	224	31	1.2 PureTech 180 Active	£18845	201	130	30	1.2 PureTech 180 Active	£18845	108	103	13
370Z 2dr coupé Great engine and poised handling. Lots of road noise	★★★★★				1.2 PureTech 180 Active	£18845	201	130	30	1.2 PureTech 180 Active	£18845	108	103	13
3.7 V6 Nismo	£37575	345	248	46	1.2 PureTech 180 Active	£18845	201	130	30	1.2 PureTech 180 Active	£18845	108	103	13
3.7 V6	£37435	323	248	46	1.2 PureTech 180 Active	£18845	201	130	30	1.2 PureTech 180 Active	£18845	108	103	13
3.7 V6 6T	£37435	323	248	46	1.2 PureTech 180 Active	£18845	201	130	30	1.2 PureTech 180 Active	£18845	108	103	13
GTR-8 2dr coupé A benchmark. Great drive, brutal power, sensational value	★★★★★				1.2 PureTech 180 Active	£18845	201	130	30	1.2 PureTech 180 Active	£18845	108	103	13
3.8 V6 2014 MY	£78020	523	275	50	1.2 PureTech 180 Active	£32045	201	144	37	1.2 PureTech 180 Active	£18845	108	103	13
3.8 V6 Nismo	£125000	523	275	50	1.2 PureTech 180 Active	£18845	201	144	37	1.2 PureTech 180 Active	£18845	108	103	13
NOBLE					1.2 VTi 82 Active	£13195	81	114	10	1.2 VTi 82 Active	£13195	81	114	10
M600 2dr coupé A new era for the Brit maker. Outrageous pace and handling	★★★★★				1.2 VTi 82 Active	£14295	81	114	11	1.2 VTi 82 Active	£13			



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WHAT'S COMING WHEN



Mercedes-Benz S-Class Cabriolet Late 2015

Mercedes' open-top S-Class is aimed straight at the Bentley Continental GTC and will open up the niche for large luxury 2+2 soft-tops. Expect styling inspired by the S-Class Coupé, a fabric roof and engines from the rest of the S-Class range. Price £106,000 (est)

Bristol Project Pinnacle Summer 2015

Bristol returns with an all-new model and a new London showroom. A high-tech hybrid is also in the works.

Citroën C4 facelift April 2015

Citroën's Volkswagen Golf rival gets some minor styling and specification updates and costs from £14,645.

Ford EcoSport facelift Autumn 2015

Ford has tweaked the much-maligned EcoSport to make it more Euro-friendly.

Ford GT Spring 2016

All-new supercar arrives next year, powered by a 3.5-litre twin-turbocharged V6 engine developing more than 600bhp.

Jaguar XF Autumn 2015

Second-generation XF saloon will make its debut at the New York motor show next month.

Nissan Pulsar Nismo Late 2015

Paris motor show 2014 concept car is tipped to make production with 1.6-litre turbocharged petrol power.

Skoda large SUV 2016

Skoda's new large SUV will be closely related to the forthcoming Volkswagen CrossBlue.

Suzuki Vitara April 2015

The Vitara is Suzuki's answer to the Nissan Juke. It will be underpinned by a shortened version of the S-Cross's platform.

Volvo S90 2016

Range-topping Volvo saloon will take styling inspiration from the 2011 Volvo Concept Universe show car.

Volkswagen Touran November 2015

Third generation of VW's mid-size MPV is set to be available in both five and seven-seat forms.

Stay up to date with all the latest new car launches with Autocar's new cars calendar – head to autocar.co.uk



Bentley Grand Convertible Late 2015

Using the same twin-turbo 6.75-litre V8 engine as the Mulsanne, the Grand Convertible is likely to keep its conceptual name for production but represents the return of the Azure in all but name. Bespoke paintwork and contrasting interior trim elements will feature. Officials also hinted that a coupé version could be made if the drop-top is a success. Price £275,000 (est)

ALTEA 5dr hatch Short on interior flexibility and visibility. Well-judged drive. ★★★★☆

1.6 TDI 105 SE

1.6 TDI 105 i-Tech

1.6 TDI 105 i-Tech Ecomotive

1.6 TDI 105 i-Tech Ecomotiv

1.6 TDI 1

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	
AYGO 5dr hatch Probably the best value for money, but we'd still pay the premium for a VW Up ★★★★☆	£8995	68	95	6	2.0 Giallo	£27495	197	180	34	1.4 VT 100 SRI	£18735	99	129	9	2.0 CDI 140 Tech Line	£21984	138	99	19	1.7 CDI 110 eco Des.	
1.0 x	£8995	68	95	7	2.0 GT8e auto	£25995	197	164	33	1.4T SRI	£20205	138	139	17	2.0 CDI 140 Elite	£23514	138	99	19	1.7 CDI 125 eco Des.	
VAUXHALL					1.6i VVT Elite	£21240	114	147	12	2.0 CDI 170 Design	£20334	168	114	20	1.7 CDI 125 eco Des.	£24875	123	134	17	2.0 TD1 140 BlueMotion Tech GT	
1.0 x-play	£10195	68	95	7	AGILA 5dr hatch	Spacious, agile city car. Good, but too expensive and unrefined ★★★☆☆	£11395	68	95	7	1.6i VVT SRI	£19545	114	147	12	2.0 CDI 170 Design Nav	£21184	168	114	20	ZAFIRA TOURER 5dr mpv
1.0 x-pression	£11195	68	95	7	1.2i 16V VTS AC auto	£13045	95	131	9	2.0 CDI 165 ecoFLEX SRI S-S	£24260	158	119	21	2.0 CDI 170 Energy	£22134	168	114	20	Super-stylish, but lacks sliding rear doors	
1.0 x-clusiv	£11695	68	95	7	1.2i 16V VTS AC auto	£12535	95	131	9	2.0 CDI 165 ecoFLEX SRI S-S	£22825	158	119	21	2.0 CDI 170 SRI VX-Line	£23354	168	114	-	★★★★☆	
YARIS 3dr hatch Good space and value, but not a class leader ★★★★☆	£11695	68	95	7	1.2i 16V VTS AC auto	£12535	95	131	9	2.0 CDI 165 ecoFLEX SRI S-S	£24205	192	134	21	2.0 CDI 170 SRI VX-Line Nav	£24204	168	114	-	1.4T 140 Tech Line	
1.0 x-clusiv	£11695	68	95	7	1.2i 16V VTS AC auto	£13045	95	131	9	2.0 CDI 165 ecoFLEX SRI S-S	£22825	158	119	21	2.0 CDI 170 SRI VX-Line	£23354	168	114	-	2.0 CDI 140 Tech Line	
YARIS 5dr hatch Good space and value, but not a class leader ★★★★☆	£11695	68	95	7	1.2i 16V VTS AC auto	£12535	95	131	9	2.0 CDI 165 ecoFLEX SRI S-S	£24205	192	134	21	2.0 CDI 170 SRI VX-Line Nav	£24204	168	114	-	1.4T 140 Tech Line	
1.0 VT-i Active	£10995	68	95	4	1.0i 16V ecoFLEX Expr.	£8695	64	109	5	very decent small estate	£12014	114	147	12	2.0 CDI 170 Tech Line	£22984	118	114	-	1.4T 140 Tech Line	
1.0 VT-i Active	£10995	68	95	4	1.0i 16V ecoFLEX Expr.	£8695	64	109	5	very decent small estate	£12014	114	147	12	2.0 CDI 170 Tech Line	£22984	118	114	-	1.4T 140 Tech Line	
1.0 VT-i Active	£12745	68	95	5	1.0i 16V ecoFLEX S	£10635	64	109	6	1.3i CDI 95 ecoFLEX Design S-S	£18200	94	109	9	2.0 CDI 170 Elite	£24514	168	114	-	1.4T 140 SE	
YARIS 5dr hatch Good space and value, but not a class leader ★★★★☆	£11695	68	95	4	1.0i 16V ecoFLEX S AC	£11145	64	109	6	1.3i CDI 95 ecoFLEX Tech Ln-S	£19380	94	109	9	2.0 CDI 170 Elite Nav	£25364	168	114	-	1.4T 140 SE	
1.0 VT-i Active	£11695	68	95	4	1.0i 16V ecoFLEX S AC	£11305	95	118	9	1.4 VT 100 Design	£16400	99	137	9	2.0 CDI 195 Biturbo SRI	£24954	192	125	24	1.4T 140 Elite S-S	
1.0 VT-i Active	£11695	68	95	4	1.0i 16V ecoFLEX S AC	£11815	95	118	9	1.4 VT 100 Tech Line	£17790	99	137	9	2.0 CDI 195 Biturbo SRI VX-Line	£26174	178	125	24	1.8i 140 ES	
1.0 VT-i Active	£13345	68	95	4	1.0i 16V ecoFLEX S AC	£12325	95	118	9	1.4 VT 100 Tech Line	£24190	108	97	4	2.0 CDI 195 Biturbo SRI	£27519	192	149	24	1.8i 140 Tech Line	
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
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1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
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1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
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1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
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1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755	108	97	4	2.0 CDI 170 Tech Line	£22134	168	114	-	1.4T 140 Exclusive
1.33 VT-i Sport	£14095	98	114	10	ADAM 5dr hatch	Certainly looks the part, but there are better superminis ahead of it ★★★★☆	£13345	98	114	10	1.6i 110 FLEX Design	£18755</td									

Make and Model

Price
Bhp
CO₂ g/km
Insurance group

Make and Model

Price
Bhp
CO₂ g/km
Insurance group

Make and Model

Price
Bhp
CO₂ g/km
Insurance group

Make and Model

Price
Bhp
CO₂ g/km
Insurance group

Make and Model

2.0 TDI 150 GT	£25305	148	109	28
2.0 TDI 150 R-Line	£27375	148	109	28
2.0 TDI 184 GT	£26305	181	115	31
2.0 TDI 184 R-Line	£28375	181	115	31
PASSAT 4dr saloon	Supremely well-executed			
family-sized saloon	★★★★★			
1.6 TDI 120 S	£22215	118	105	28
1.6 TDI 120 SE	£23310	118	105	12
1.6 TDI 120 SE Business	£24010	118	105	12
1.6 TDI 120 S	£25305	118	109	13
2.0 TDI 150 S	£23340	148	106	21
2.0 TDI 150 SE	£24435	148	106	19
2.0 TDI 150 SE Business	£25135	148	106	19
2.0 TDI 150 GT	£26430	148	109	20
2.0 TDI 150 R-Line	£27425	148	109	19
2.0 TDI 190 GT	£27780	187	107	22
2.0 TDI 190 R-Line	£28775	187	107	23
2.0 TDI 240 BTDI SCR GT	£34510	237	139	28
2.0 TDI 240 BTDI SCR R-Line	£34510	237	139	28
PASSAT 5dr estate	Supremely well-executed family-sized saloon			
★★★★★				

VOLVO

Price

Bhp

CO₂ g/km

Insurance group

Make and Model

3.0 V6 TDI 204 R-Line	£46415	204	173	40
3.0 V6 TDI 262 S	£45215	258	174	42
3.0 V6 TDI 262 R-Line	£48215	258	174	42
3.0 V6 TDI 262 Escapre	£45415	258	180	42
CARAVELLE 5dr mpv	Rugged workhorse to carry			
people	★★★★★			
2.0 TDI 140 SE SWB	£35658	138	189	26
2.0 TDI 140 SE 4Mot. SWB	£36484	138	206	26
2.0 TDI 140 SE LW	£37818	138	189	26
2.0 TDI 140 Exec. 4Mot. SWB	£38478	138	189	26
2.0 TDI 140 Exec. 4Mot. SWB	£41304	138	206	26
2.0 TDI 180 SE	£37698	177	192	31
2.0 TDI 180 SE 4M SWB	£40524	177	208	32
2.0 TDI 180 SE LWB	£39858	177	192	31
2.0 TDI 180 Exec. SWB	£37245	177	192	31
2.0 TDI 180 Exec. SWB	£40518	177	192	31
2.0 TDI 180 Exec. DS	£42414	177	199	31
2.0 TDI 180 Business SWB DS	£67944	177	214	31
2.0 TDI 180 Bus. 4Mot. SWBDS	£70845	177	232	31
2.0 TDI 180 Ex. 4M SWB	£43344	177	208	32
PASSAT 5dr estate	Supremely well-executed family-sized saloon			
★★★★★				

Price

Bhp

CO₂ g/km

Insurance group

Make and Model

1.6 TDI 120 GT	£26835	118	110	13
1.6 TDI 120 S	£23745	118	107	13
1.6 TDI 120 SE	£24840	118	105	12
1.6 TDI 120 SE Business	£25540	118	107	12
2.0 TDI 150 GT	£27960	148	110	19
2.0 TDI 150 R-Line	£28955	148	110	19
2.0 TDI 150 S	£24870	148	107	21
2.0 TDI 120 SE	£25965	148	107	19
2.0 TDI 120 S	£23745	148	107	19
1.6 TDI 120 SE Nav	£23720	148	120	20
1.6 TDI 120 R Design	£21295	118	124	19
1.6 TDI 120 R Design Nav	£22495	118	124	20
1.6 TDI 120 R Design Nav	£24170	118	124	21
1.6 TDI 190 R-Line	£30305	187	109	23
2.0 TDI 240 BTDI SCR GT	£36040	237	140	28
2.0 TDI 240 BTDI SCR R-Line	£37035	237	140	28
PHAETON 4dr saloon	Big VW feels old now, and struggles to justify its price			
★★★★★				

Price

Bhp

CO₂ g/km

Insurance group

Make and Model

V40 5dr hatch	New hatchback adds Swedish flavor			
1.6 TDI 110 S	£26835	118	110	13
1.6 TDI 120 S	£23745	118	107	13
1.6 TDI 120 SE	£24840	118	105	12
1.6 TDI 120 SE Business	£25540	118	107	12
2.0 TDI 150 GT	£27960	148	110	19
2.0 TDI 150 R-Line	£28955	148	110	19
2.0 TDI 150 S	£24870	148	107	21
2.0 TDI 120 SE	£25965	148	107	19
2.0 TDI 120 S	£23745	148	107	19
1.6 TDI 120 SE Nav	£23720	148	120	20
1.6 TDI 120 R Design	£21295	118	124	19
1.6 TDI 120 R Design Nav	£22495	118	124	20
1.6 TDI 120 R Design Nav	£24170	118	124	21
1.6 TDI 190 R-Line	£30305	187	109	23
2.0 TDI 240 BTDI SCR GT	£36040	237	140	28
2.0 TDI 240 BTDI SCR R-Line	£37035	237	140	28
PHAETON 4dr saloon	Big VW feels old now, and struggles to justify its price			
★★★★★				

Price

Bhp

CO₂ g/km

Insurance group

Make and Model

V40 236 244 25	£55055	236	224	45
3.0 V6 TDI 240 SWB	£57615	236	224	45
3.0 V6 TDI 240 LWB	£57615	236	224	45
TOURAN 5dr mpv	Good chassis but little inspiration			
Blind appearance	★★★★★			
2.0 TDI 177 Sport	£28350	177	150	24
1.2 TSI 105 S	£19790	104	149	12
1.4 TSI 110 S	£23600	138	159	18
1.6 TDI 105 Blue Tech S	£21600	104	121	14
1.6 TDI 105 Blue Tech	£23705	104	121	14
2.0 TDI 140 Blue Tech S	£25470	138	127	19
2.0 TDI 140 Blue Tech Sp.	£26930	138	127	19
SHARAN 5dr mpv	Refined, flexible big MPV. Seat version is cheaper			
★★★★★				

Price

Bhp

CO₂ g/km

Insurance group

Make and Model

1.6 TDI 150 S	£26835	118	110	13
1.6 TDI 120 S	£23745	118	107	13
1.6 TDI 120 SE	£24840	118	105	12
1.6 TDI 120 SE Business	£25540	118	107	12
2.0 TDI 150 GT	£27960	148	110	19
2.0 TDI 150 R-Line	£28955	148	110	19
2.0 TDI 150 S	£24870	148	107	21
2.0 TDI 120 SE	£25965	148	107	19
2.0 TDI 120 S	£23745	148	107	19
1.6 TDI 120 SE Nav	£23720	148	120	20
1.6 TDI 120 R Design	£21295	118	124	19
1.6 TDI 120 R Design Nav	£22495	118	124	20
1.6 TDI 120 R Design Nav	£24170	118	124	21
1.6 TDI 190 R-Line	£30305	187	109	23
2.0 TDI 240 BTDI SCR GT	£36040	237	140	28
2.0 TDI 240 BTDI SCR R-Line	£37035	237	140	28
PHAETON 4dr saloon	Big VW feels old now, and struggles to justify its price			
★★★★★				

Price

Bhp

CO₂ g/km

Insurance group

Make and Model

V40 236 244 25	£55055	236	224	45
3.0 V6 TDI 240 SWB	£57615	236	224	45
3.0 V6 TDI 240 LWB	£57615	236	224	45
TOURAN 5dr mpv	Good chassis but little inspiration			
Blind appearance	★★★★★			
2.0 TDI 177 Sport	£28350	177	150	24
1.2 TSI 105 S	£19790	104	149	12
1.4 TSI 110 S	£23600	138	159	18
1.6 TDI 105 Blue Tech S	£21600	104	121	14
1.6 TDI 105 Blue Tech	£23705	104	121	14
2.0 TDI 140 Blue Tech S	£25470	138	127	19
2.0 TDI 140 Blue Tech Sp.	£26930	138	127	19
SHARAN 5dr mpv	Refined, flexible big MPV. Seat version is cheaper			
★★★★★				

Price

Bhp

CO₂ g/km

Insurance group

Make and Model

V40 236 244 25	£55055	236	224	45
3.0 V6 TDI 240 SWB	£57615	236	224	45
3.0 V6 TDI 240 LWB	£57615	236	224	45
TOURAN 5dr mpv	Good chassis but little inspiration			
Blind appearance	★★★★★			
2.0 TDI 177 Sport	£28350	177	150	24
1.2 TSI 105 S	£19790	104	149	12
1.4 TSI 110 S	£236			

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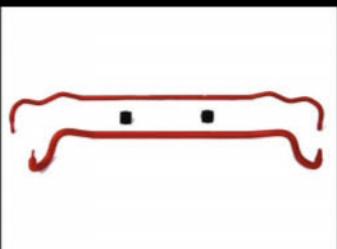
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ROAD TEST RESULTS

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance; we also drive on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

30-70mph Indicates overtaking ability through the gears

50-70mph Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility

Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard

Braking 60-Omph Recorded on a high-grip surface at a test track

Mph/1000rmp Figure is the speed achieved in top gear

ALFA ROMEO

MITO 3dr hatch ★★★★☆
1.4 Cloverleaf 136 7.9 21.1 6.9 7.3 2.7 168 184 23.2 36/42 1265 7.4.10

GIULIETTA 5dr hatch ★★★★☆
2.0 JTdm 135 8.4 22.3 7.7 7.9 2.7 168 258 34.8 40/57 1475 13.10.10

ALPINA

B3 BITURBO 4dr saloon ★★★★★
B3 Biturbo 155 4.7 10.3 3.8 6.8 2.9 404 443 41.5 27/35 1610 29.8.13

ARIEL

ATOM 0dr open ★★★★★
V8 170 3.0 5.7 1.9 3.7 2.55 475 268 16.4 21/37 650 10.8.11

ASTON MARTIN

V8 Vantage 2dr coupé ★★★★★
V8 Roadster 175 5.2 12.0 3.6 7.9 2.7 380 302 26.0 17/22 1713 25.4.07

RAPIDE 4dr coupé ★★★★☆
Rapide S 190 5.3 11.3 4.3 8.3 3.03 550 457 33.6 19/23 1990 20.3.13

AUDI

A1 3dr hatch ★★★★★
1.4 TFSI Sport 126 8.4 22.4 8.9 12.8 2.2 120 148 30.2 34/43 1165 10.11.10

S1 155 5.9 14.4 5.2 5.4 2.6 228 273 25.6 30/39 1390 28.5.14

A3 3dr/5dr hatch ★★★★★
2.0 TDI Sport 134 8.9 25.9 11.4 10.8 2.7 148 236 30 48/59 1355 26.9.12

S'back e-tron 138 7.9 20.9 6.6 8.5 3.0 201 258 30.7 45/49 1540 31.12.14

RS3 155 4.5 11.2 4.2 6.9 2.1 335 332 34.6 28/34 1640 6.7.11

A4 4dr saloon/5dr estate ★★★★★
2.0 TDI SE 134 9.7 29.4 11.3 9.7 2.6 141 236 32.7 38/48 1605 20.2.08

RS4 174 4.4 10.3 3.9 7.7 2.9 444 317 28.9 20/32 1795 17.10.12

A5 2dr coupé/cabriolet ★★★★★
3.0 TDI quattro 155 6.4 16.6 5.9 8.0 2.7 237 368 35.7 32/43 1755 25.7.07

3.0 TDI cabrio 151 7.1 20.2 6.6 4.0 2.9 237 368 32.4 34/38 2035 12.9.09

RS5 4.2 V8 155 4.6 10.7 4.0 8.9 2.7 444 317 29.0 22/30 1855 27.10.10

A6 4dr saloon/5dr estate ★★★★★
2.0 TDI SE 141 8.9 24.1 7.7 9.3 2.8 175 280 34.4 44/55 1675 45.11

3.0 TDI SE 155 7.2 20.3 6.4 3.9 2.9 201 295 39.9 34/46 1805 19.10.11

RS6 Avant 155 3.7 8.7 3.1 12.8 2.4 552 516 40.0 20/28 2010 3.7.13

A7 Sportback 4dr saloon ★★★★★
3.0 V6 TDI 155 6.7 18.7 6.5 *4.0 2.8 241 369 42.9 31/40 1940 9.2.11

A8 4dr saloon ★★★★★
4.2 V8 TDI 155 5.0 13.0 5.4 *3.4 2.5 346 590 53.1 28/35 2130 16.6.10

TT 2dr ★★★★★
2.5 RS 155 4.7 11.4 4.4 4.8 2.6 335 332 27.4 24/33 1450 19.8.09

NEW TT 2dr ★★★★★
2.0 TFSI S-line 155 6.6 14.5 5.0 6.5 2.5 227 273 30.1 29/35 1305 26.11.14

Q3 5dr 4x4 ★★★★★
2.0 TDI SE 132 8.3 25.5 8.1 *11.5 2.7 175 280 35.8 33/46 1710 16.11.11

RS 155 5.0 12.6 4.5 8.3 2.8 306 310 32.4 32.4 1655 11.1.14

Q5 5dr 4x4 ★★★★★
2.0 TDI SE 125 9.9 34.2 10.2 9.9 2.8 168 258 29.8 29/37 1880 14.1.09

Q7 5dr 4x4 ★★★★★
3.0 TDI SE 131 8.6 25.0 8.3 *4.9 2.9 230 369 29.9 23/30 2325 16.8.06

RS8 2dr coupé ★★★★★
4.2 V8 187 4.4 10.5 4.2 6.7 2.7 414 317 24.0 16/22 1560 23.5.07

5.2 V10 Spyder 195 4.1 8.9 3.2 5.5 2.4 518 391 24.3 17/25 1720 24.3.10

BENTLEY

CONTINENTAL 2dr coupé ★★★★★
GTC V8 187 4.5 10.8 3.9 *2.7 2.8 500 487 27.4 18/27 2470 44.12

GT 198 4.6 10.9 4.2 *2.4 2.5 567 516 34.9 7/15 2375 16.1.11

FLYING SPUR 4dr saloon ★★★★★
W12 200 4.5 10.4 3.6 8.4 3.0 616 590 44.5 18/26 2475 7.8.13

MULSANNE 4dr saloon ★★★★★
6.75 V8 184 5.7 13.7 4.8 *2.8 2.6 505 752 44.8 18/21 2745 21.9.11

BMW

1-SERIES 3dr hatch ★★★★★
116i Sport 3dr 130 8.7 25.7 8.9 5.4 2.9 134 162 21.7 34/48 1365 12.10.11

M135i 155 4.6 11.4 4.0 6.8 2.6 315 322 35.9 30/41 1545 14.11.12

2-SERIES 3dr coupé ★★★★★
220d SE 143 7.8 20.9 7.3 8.8 2.9 181 280 39.6 46/62 1450 19.3.14

2-SERIES ACTIVE TOURER 5dr MPV ★★★★★
218d Luxury 129 8.9 26.5 8.7 12.1 3.0 148 243 40.4 42/56 1450 24.12.14

3-SERIES 4dr saloon/5dr estate/5dr hatch ★★★★★
320d Sport 146 7.1 20.9 7.6 9.7 2.6 181 280 36.2 41/57 1535 22.02.15

330d Touring 155 5.5 14.2 5.1 8.8 2.6 255 413 45.2 43/54 1735 21.11.12

318d Sport GT 130 9.5 28.6 9.5 12.4 2.7 141 236 36.5 50/57 1615 17.7.13

4-SERIES 3dr coupé ★★★★★
435i M Sport 155 5.5 13.2 5.2 6.3 2.7 302 295 28.2 28/37 1585 18.9.13

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-Omph	Power (bhp)	Torque (lb/ft)	Mph/1000rmp	Fuel economy	Weight (kg)	TEST DATE	Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-Omph	Power (bhp)	Torque (lb/ft)	Mph/1000rmp	Fuel economy	Weight (kg)	TEST DATE	
M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14	ECOSPORT 5dr off-roader	★★★★☆											39.14	
5-SERIES 4dr saloon/5dr GT/5dr estate	155	6.4	16.1	5.4	3.3	3.0	241	398	48.1	36/46	1830	31.3.10	KUGA 5dr off-roader	★★★★☆											13.3.13	
520d SE Touring	181	2.30	8.3	*5.0	2.6	181	280	38.7	38/42	1810	6.10.10	2.0 TDCi	122	10.9	44.2	11.8	7.4	2.6	161	251	31.6	34/39	1707	13.3.13		
ActiveHybrid	155	5.6	13.5	5.0	10.5	2.6	335	332	40.4	27/33	1925	23.5.12	RANGER 5dr pick-up	★★★★☆											10.10.12	
M5	155	4.3	9.0	3.6	6.4	2.8	552	502	38.2	19/28	1975	29.12.11	3.2 TDCi	109	10.8	35.7	10.7	9.8	3.2	197	347	32.4	28/35	2265	10.10.12	
6-SERIES 2dr coupé/2dr open	155	1.1	4.6	*2.7	2.6	1	309	464	42.1	33/45	1840	21.11.11	GINETTA													
640d M Sport	155	5.3	11.1	4.1	*2.7	2.6	309	464	42.1	33/45	1840	21.11.11	G40R 2dr coupé	★★★★☆											5.10.11	
650i cabrio	155	5.6	12.4	4.5	7.8	2.6	402	442	42.8	22/29	2085	6.4.11	2.0	140	6.3	17.2	6.1	8.3	3.6	175	140	22.6	28/-	880	5.10.11	
7-SERIES 4dr saloon	155	1.1	4.6	*2.7	2.6	1	242	398	42.4	29/35	1915	3.12.08	HONDA													
730d	153	6.9	17.7	6.4	*3.7	2.9	242	398	42.4	29/35	1915	3.12.08	JAZZ 5dr hatch	★★★★☆												
13d hatch	153	8.1	—	7.6	*4.9	3.4	168	184	—	294wh/m	1390	22.1.14	INSIGHT 5dr hatch	★★★★☆												29.10.08
18d 2dr coupé	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14	CR-Z 3dr hatch	★★★★☆												
24 2dr convertible	155	1.1	4.6	*2.7	2.6	1	302	295	29.0	26/34	1615	10.6.09	CIVIC 5dr hatch	★★★★☆												
sDrive35i	155	5.1	12.3	4.2	*2.5	2.8	164	258	35.1	40/52	1572	2.12.09	CR-Z GT	124	9.1	26.8	9	17.1	2.9	113+15	107+58	25.743/52	198	14.4.10		
sDrive16i	127	8.2	23.6	7.9	10.8	2.7	174	258	35.1	40/52	1572	2.12.09	ACCORD 4dr saloon	★★★★☆												
xDrive20d	130	8.4	27.4	8.7	10.7	3.15	181	280	33.5	37/43	1825	12.1.11	2.2 i-DTEC EX 130	9.5	27.1	9.1	9.8	2.9	148	258	38.7	38/55	1480	11.1.12		
xDrive30d	145	5.9	16.9	5.8	11.1	2.6	255	416	43.7	34/45	1895	27.8.14	CR-V 5dr off-roader	★★★★☆												
xDrive50d	155	5.7	15.3	5.2	9.5	2.9	376	546	40.5	28/34	2265	13.11.13	2.2 i-DTEC EX 118	9.7	31.3	9.9	5.9	2.5	148	258	32.4	36/45	1806	24.10.12		
xDrive35d	147	7.3	21.2	7.1	*4.1	2.6	282	428	34.0	26/31	2275	11.6.08	X5 6dr 4x4	★★★★☆												
HYUNDAI													i10 5dr hatch	★★★★☆												
BUGATTI													1.0 SE	96	14.7	—	16.2	19.9	2.9	65	70	20.0	44/51	925	29.11.14	
VEYRON 2dr coupé													1.4 SE	114	12.2	42.4	12.1	17.3	3.0	99	99	21.8	43/54	1060	7.1.14	
Super Sport													1.4 SE	114	12.2	42.4	12.1	17.3	3.0	99	99	21.8	43/54	1060	7.1.14	

ROAD TEST RESULTS

Make and Model	Performance										Economy										Safety																	
	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST	DATE	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST	DATE	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST
EVORA 2dr coupé ★★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.0.09		DUKE 5dr hatch ★★★★★	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10												
Evora 2+2	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11		Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13												
EXIGE S 2dr coupé ★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13		Nismo RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15												
Exige S														LEAF 5dr hatch ★★★★★	91	10.9	—	11.4	7.3	2.8	107	207	8.7	320Wh/m1545	1545	27.4.11												
MASERATI														QASHQAI 5dr hatch ★★★★★	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14												
GRANTURISMO 2dr coupé ★★★★★	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	22.0.08		1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14												
GRANCABRIO 2dr open ★★★★★	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10		1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14												
GHIBLI 4dr saloon ★★★★★	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14		370Z 2dr coupé ★★★★★	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09												
Diesel														GT-R 2dr coupé ★★★★★	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09												
MAZDA														NOBLE	110	10.0	32.6	10.1	8.9	2.57	118	236	35.1	57/67	1290	30.10.13												
3 5dr hatch ★★★★★	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.1.13		M600 2dr coupé ★★★★★	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09												
2.2 SE-L														PEUGEOT	208 3/5dr hatch ★★★★★	109	14.2	—	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12											
5 5dr MPV ★★★★★	111	12.5	—	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11		1.2 VTi Active	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15												
1.6D Sport														308 3/5dr hatch ★★★★★	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14												
6 4dr saloon/5dr estate ★★★★★														508 SW estate ★★★★★	20.2	HDi 115	138	9.6	28.6	9.7	5.8	2.57	161	255	32.3	32/46	1680	25.5.11										
2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13		2.0 HDi 163	138	9.6	28.6	9.7	5.8	2.57	161	255	32.3	32/46	1680	25.5.11												
CX-5 5dr hatch ★★★★★	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12		2.0 HDi 190	121	9.4	29.1	9.1	9.5	2.1	148	251	32.2	44/50	1580	11.1.09												
MX-5 2dr convertible ★★★★★	130	7.1	20.8	7.2	11.1	2.8	158	139	23.3	24/35	1086	3.1.06		3008 5dr hatch ★★★★★	118	9.0	31.6	8.9	8.6	2.6	161+36221+14832.71/49	1790	25.1.12		Hybrid	110	12.1	38.5	11.7	19.2	2.9	98	92	23.7	42/51	1065	28.9.11	
2.0 Sport														5008 5dr MPV ★★★★★	1.6 e-Hdi 110	114	13.0	22.0	13.2	9.8	3.1	107	192	28.1	20/48	1547	27.1.10											
MCLAREN														RCZ 3dr coupé ★★★★★	155	6.8	15.3	5.5	5.8	3.0	266	243	24.2	36/44	1355	12.2.14												
12C 2dr coupé/roadster ★★★★★	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.1.13		R THP 270	155	6.8	15.3	5.5	5.8	3.0	266	243	24.2	36/44	1355	12.2.14												
3.8 V8 coupé	205	3.3	6.7	2.3	9.6	2.6	592	442	35.4	19/23	1470	29.6.11		912 2dr coupé ★★★★★	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13												
3.8 V8 Spider	207	3.4	7.2	2.4	14.0	2.4	616	442	35.4	19/23	1474	8.5.13		912 2dr coupé ★★★★★	117	10.7	37.8	11.5	11.8	3.2	271	214	23.9	29/34	1385	24.4.13												
505 2dr coupé/roadster ★★★★★	126	9.0	28.6	9.1	9.7	2.7	148	280	34.9	24/55	1575	13.6.12		912 2dr coupé ★★★★★	180	4.8	10.8	3.8	11.7	2.3	345	288	32.8	21/35	1445	7.3.12												
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13		912 2dr coupé ★★★★★	190	3.0	7.1	2.6	6.8	2.6	552	337.9	20/31	1605	8.1.14													
P1 2dr coupé ★★★★★	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19/6	—	7.5.14		912 2dr coupé ★★★★★	160	4.7	11.6	3.0	13.2	2.3	345	278	32.7	21/35	1385	12.2.14												
MERCEDES-BENZ														912 2dr coupé ★★★★★	136	6.7	16.8	5.6	7.2	2.6	189	192	23.7	28/35	1255	4.4.07												
A-CLASS 5dr hatch ★★★★★	120	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.1.12		BOXSTER 2dr convertible ★★★★★	172	4.7	11.4	4.2	14.2	2.9	311	266	40.3	25/32	1420	27.6.12												
A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.8	20/52	1495	29.2.12		S 3.4	172	4.7	11.4	4.2	14.2	2.9	311	266	40.3	25/32	1420	27.6.12												
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13		CAYMAN 3dr coupé ★★★★★	2.7	165	5.9	13.6	5.1	8.2	2.7	271	214	23.9	29/34	1385	24.4.13											
B-CLASS 5dr MPV ★★★★★	120	8.9	28.3	9.0	10.1	2.5	134	221	37.8	20/52	1495	29.2.12		912 2dr coupé ★★★★★	180	4.8	10.8	3.8	11.7	2.3	345	288	32.8	21/35	1445	7.3.12												
2.200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12		Turbo S	190	3.0	7.1	2.6	6.8	2.6	552	337.9	20/31	1605	8.1.14													
C63 AMG Black	186	4.0	9.2	3.3	7.5	2.6	510	457	37.2	15/25	1775	5.9.12		Targa	182	4.3	9.8	3.6	15.0	2.4	394	325	37.9	21/29	1578	18.6.14												
C-CLASS 4dr AACAC	120	8.9	28.3	9.0	10.1	2.5	134	221	37.8	20/52	1495	29.2.12		912 2dr coupé ★★★★★	146	2.6	7.3	2.1	7.9	2.3	345	288	32.8	21/35	1445	7.3.12												
2.200 CDI Blueeff.	145	8.1	28.8	9.1	10.2	2.5	134	221	37.8	20/52	1495	29.2.12		912 2dr coupé ★★★★★	165	4.7	11.8	3.9	12.7	2.4	345	288	32.8	21/35	1445	7.3.12												
GL350 Blueeff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11		912 2dr coupé ★★★★★	160	6.0	13.7	4.9	6.6	2.7	247	251	28.4	28/34	1320	23.6.10												
350CDi S'Brake	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13		912 2dr coupé ★★★★★	150	6.0	16.6	6.0	*3.6	2.5	374	324	37.8	26/29	2315	23.6.10												
S-CLASS 4dr saloon/2dr coupé ★★★★★	130	8.9	28.3	9.0	5.0*	2.6	255	457	45.6	34/44	1975	16.10.13		912 2dr coupé ★★★★★	160	6.0	13.7	4.9	6.6	2.7	247	251	28.4	32/38	1405	19.11.08												
SL500 Bluetec	155	7.0	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13		912 2dr coupé ★★★★★	160	6.0	13.7	4.9	6.6	2.7	247	251	28.4	32/38	1405	19.11.08												
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14		912 2dr coupé ★★★★★	160	6.0	13.7	4.9	6.6	2.7	247	251	28.4	32/38	1405	19.11.08												
GL 5dr hatch ★★★★★	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14		912 2dr coupé ★★★★★	160	6.0	13.7	4.9	6.6	2.7	247	251	28.4	32/38	1405	19.11.08												
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14		912 2dr coupé ★★★★★	160	6.0	13.7	4.9	6.6	2.7	247	251	28.4	32/38	1405	19.11.08												
M-CLASS 5dr 4x4 ★★★★★	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12		Dynamique	94	17.6	—	19.1	29.4	2.9	69	67	20.8	42/52	865	29.10.14												
ML250														Clio 5dr hatch ★★★★★	84	12.3	—	13.9	9.1	2																		

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555 AC	25 BF	D12 DCA	1 FBS	HUX 663	KLP 41N	MAK 50N	MXS 1	PEC 5	983 RK	K1 SKH	TVX 808
G5 ADE	444 BG	DCB 1	4 FCJ	1 HY	605 KM	S16 MAL	B16 MYC	A11 PEP	RMR 966	SKH 69B	500 TXC
777 AE	8 BJS	432 DCH	FH 1070	JAA 541	5324 KM	MAS 168	30 NAT	PEX 1R	S11 ROS	86 SN	1 TY
888 AF	86 BL	B8 DCM	27 FK	M99 JAB	596 KMB	MAX 4D	7 NCG	9 PG	ROS 33N	SNH 946	J1 TYM
AJ 5054	52 BN	DCY 9	FLJ 505	41 JAK	K00 8S	MAX 4N	NH 638	PGW 333	ROX 47H	105 SNO	M1 UDD
AJB 21	714 BOD	75 DG	48 FP	JAM 337	KRA 762	B10 MAY	NIL 2550	5554 PH	K11 ROY	A11 SOC	X8 UFO
444 AL	4444 BW	93 DH	FS 59	10 JAT	2000 KS	3 MB	S16 NJA	1599 PJ	RPD 251	N15 SON	ULY 1
ALD 350N	999 CA	875 DH	A14 FWD	8 JB	45 KT	43 MB	NJW 850	17 PJC	66 RR	S16 SON	UPP 308
9 ALJ	368 CAD	DHC 596	1 GBX	6 JBL	923 KUB	88 MCD	NLJ 996	12 PJG	RRD 287	G113 SON	A18 URR
A11 ALO	6 CAW	14 DJC	GC 4486	JEM 9N	1847 KX	5047 ME	R9 NNY	PJS 97	RRT 823	B8 SPY	55 UXR
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65 AMB	CEP 444	L1 DLE	999 GD	12 JET	LAM 15A	S16 MEL	F5 NOW	L555 PMC	7 RSH	2222 SS	G16 VAN
26 AMS	888 CF	DLO 35	8 GDP	4353 JI	LBL 41R	777 MEL	444 NP	A1 PNK	RT 3297	8888 ST	VCB 1L
888 AN	2 CGG	555 DM	R400 GEF	JJD 791	LCL 650A	98 MF	NRN 349	8375 PO	RUB 888Y	82 SUE	L1 VES
ANN 444X	F20 CHA	P1 DNB	R99 GEG	5 JLK	A1 LCO	9399 MG	NUX 5	545 PPP	6 RWM	A1 SUH	VG 361
ANT 1F	CK 20	D0 4	1111 GG	JM 3279	19 LD	6228 MH	NV 68	PRM 131	RYE 370	SUN 1S	VJW 590
333 AP	CM 732	DOV 982	444 GH	26 JMS	LEA 1S	MJB 91H	54 NW	53 PS	RYL 4N	99 SW	VNY 645
2396 AP	88 CN	4444 DS	89 GJ	JON 77S	LEE 449	16 MJC	ODN 550	PSK 6	RZ 8510	999 SXP	VOC 150
24 APS	M1 CNW	775 DT	GLJ 612	JOS 1A	3 LEG	S900 MJC	A19 OFF	PSL 685	SA 9849	A11 TAJ	10 VXX
ARR 15E	COA 1S	6 DU	42 GN	8888 JP	LFT 7	111 MJF	J1 OKE	2099 PT	10 SAD	P051 TAN	A1 WAF
S16 ART	C00 1S	DW 66	R999 GON	JPS 16	LJO 52	MJK 250	9 OL	PTH 538	SAL 7E	TAS 16	WAT 71N
ASM 1D	9999 CP	275 DW	GP 7156	1500 JR	8 LJS	T600 MJP	8 OLY	PYD 861	A5 SAY	D1 TEK	WCG 3
ATH 3N	9455 CR	B11 EAL	5555 GS	15 JRD	LKW 810	5441 MM	M10 ONS	A1 RAB	444 SD	TG 1064	A7 WEL
M1 AXY	CRM 994	K9 EAT	9 GSH	JT 8	A8 LOK	M1 MMV	A11 ONS	RAG 657	SDE 282	TK 25	WFF 784
M11 AXY	49 CS	G19 EGY	6 GSK	9 JTH	LON 368	A11 MNC	OPR 667	P11 RAL	SDF 1	86 TK	WJU 739
444 B	7 CSD	944 EKF	888 GT	1 JUL	LOR 8	V88 MOG	L800 OTH	RAS 706	666 SE	24 TN	580 WMT
BAL 500N	7 CSJ	29 EL	B10 GYM	B2 JUN	S6 LOS	MOP 50N	6 OX	RB 9858	SEK 8	TPD 412	88 WNX
834 BAN	CSJ 499	ELJ 487	HHS 916	JW 8	M8 LOT	698 MPP	P 6	94 RD	S11 SES	B16 TRY	938 WPB
BAS 797	98 CT	A1 ENS	6280 HK	306 JW	LOU 1F	5 MRH	1111 P	23 RE	SFE 111	TSL 395	58 WPL
C12 BBS	4444 CT	B1 EST	46 HL	5 K	7 LPS	59 MS	PAS 199	K1 REP	99 SH	378 TTW	H1 WSP
BCM 602	CWA 676	1 EVV	HOG 1X	J10 KES	LS 2293	MSD 1L	PAT 7L	3145 RF	SHA 10Y	X8 TTX	1 YO
BEA 1S	R1 CWN	L1 EXY	HPP 1K	1 KFT	K7 LUC	514 MTT	PBK 111	6 RH	SHA 11S	185 TU	70 YS

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ABD 968	13ET	T5 CTM	FA57 ENZ	GUY 129N	18 JOE	LDT 703	X51 MON	F11 OOD	RFW 616	W2 SJC	VBH 624
ABW 523	BEL 740	CUR 53D	653 ERB	HAW 3N	JOB 88	700 LEA	MSE 9	V123 OOO	RGR 269	SKW 1N	VDR 434
ADB 55	780 BEL	CWC 258	ERD 777	HBX 289	JOC 555	F33 LER	MSU 719	T30 OSL	M66 RGY	SMC 4A	T17 SOK
AC 40	BEN 44V	CWF 4T	ESC 10M	HBZ 121	JOH 8N	LES 508	MSU 866	X30 OSL	RHA 182	T17 SOK	VIL 1551
UF 04 ADE	BFS 75	6 CWP	L33 8EST	22 HCR	736 JPE	OK1 4LEX	MSV 139	F401 OUD	RHK 8W	SOW 779	VLN 308
LO 55 ADJ	BG 5858	DCB 3S	8 EUX	HEB 850	JPR 774	LFM 3T	MUM 620	EG 08 OYS	RIJ 4268	69 SRR	VWC 20V
A15 AFE	BHR 6L	DEZ 27	EVE 129	HEB 917	JRK 589	LHE 762	MUS 7T	D329 PAT	W7 RJB	STM 1115	4043 VZ
AGH 1	E17 BJS	1347 DF	EVO 5X	HEL 70	JSD 5W	LIA 25	NA 10 MYS	A734 PAT	Y10 RJB	W13 STS	WBW 4H
W22 AJB	27 BJW	DFM 3X	EWL 35	HGM 7	JSK 621	LIJ 47	C10 NAR	D967 PAT	S40 RJC	STU 977	STU 977
AJB 97	2272 BP	DFP 503	EXC 17E	A1 HJK	A190 JSM	T5 LJB	R100 NAS	PBJ 7M	RJS 10	B438 SUE	WCL 751
444 AJD	6090 BP	94 DGA	FAG 874	HJW 945	JYM 6W	B7 LKM	NAT 1S	PBW 1P	6 RJT	SV2 2	WDF 46
535 ALN	683 BPK	522 DHK	A45 FAY	541 HNK	W7 KAR	887 LOT	T110 NBY	218 PDH	RJT 28	SWC 8W	VNL 308
PR06AME	BRS 1	DIW 303	T1 FES	B8 HRB	W8 KAR	LPH 3W	NCO 204	PEC 7	A20 RLH	TAB 13D	14 WE
2 ANN	BSE 65	DIW 329	FFC 467	454 HRH	A17 KAT	LRT 37	NCR 672	3 PEV	S11 RNC	TAH 195	WHO 5V
214 ANG	BSJ 10	DIW 8770	FIW 527	1000 HS	KCM 31	LS 5351	D6 NDY	PFW 4V	RNS 9	TAS 479	WKB 332
AOO 6	655 BSM	168 DJJ	FJD 318	HTP 596	B11 KCR	LS 9046	NEC 4	D4 PHN	ROD 274N	TB 250	WKK 195
9262 AR	BUD 448	DJS 502	FKC 873	HWS 22	KER 348	LSB 63	NEN 443	PIJ 194	ROI 6766	C3 TBM	WME 356
84 AS	BW 4150	B5 DMB	M6 FOO	IIB 85	B8 KFB	B2 LUE	L111 NES	PIJ 2C	ROI 8031	TBM 439	WPK 548
AS 1789	BW 8534	DMG 1G	FRW 9C	9 JAP	KJ 4631	LUV 20K	NFS 1	PLS 6	RPU 111N	1 TBV	694 TDE
455 ATH	912 BWO	DPC 4T	72 FVP	D17 JAX	KJC 969	LYM 10W	P151 NGH	198 PMJ	RSE 9	WPX 786	WPX 786
AUE 1Y	CAP 574N	DPP 83	785 GAR	8 JB	KL 4070	LYN 375	A50 NGS	PMS 1P	RSJ 12	TDN 375	WS 872
8269 AW	CAT 11A	A56 DRM	226 GBM	JBL 423	KNS 3	MAJ 136	NJP 10	TW 02 POT	12 RSJ	TES 7T	WSE 6
8381 AW	B14 CBR	DS 7053	SL 06 GED	JCM 38	9541 KO	2001 MB	NKU 543	53 PS	9 RSM	TFS 10W	WSK 411
559 AWA	CCB 664	A19 DSH	GEN 35	JED 666V	740 KPC	MCC 32	NLM 153	PS 3333	RYC 949	TFW 668	WSL 747
538 AWF	CFE 7C	T16 EAS	SL 06 GER	P777 JEM	KSE 4	A15 MCW	NND 739	7 PSR	A12 SAJ	THV 768	PH 11 THY
AWH 805	P57CHO	600 EBC	GIB 379	M777 JET	KSJ 1W	MED 111N	D10 NNY	PVB 10W	SAM 11N	25 WTG	25 WTG
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1 BGE	1 EYD
1 BGE	1 EYF
7 CKS	1 EYH
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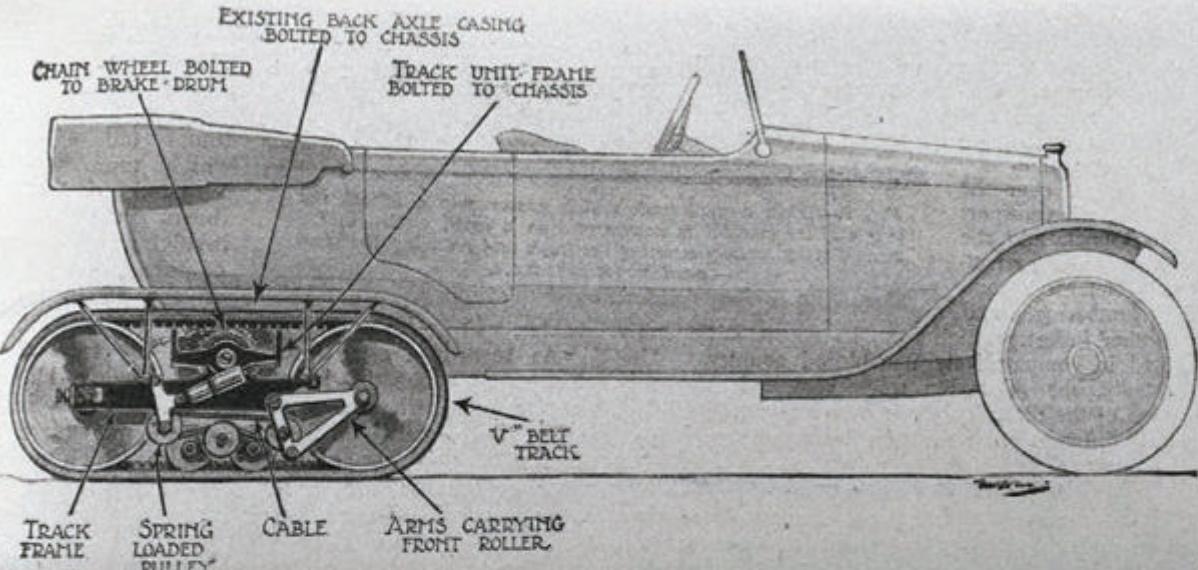
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MATT BURT
Rear View Mirror: tales from our archive

Caterpillar tracks are the future

25 March 1922



These days, mainstream car makers don't have a habit of developing vehicles with tank-style caterpillar tracks on their rear axles. In the early 1920s, however, there was a good argument for tracked vehicles, especially in less hospitable regions of the globe.

"A vast future lies before vehicles which are equipped with self-laying tracks," proclaimed Autocar in a 1922 article. "If we study the history of any new country, we usually find that the limiting factor in its evolution is the question of transport, and hitherto this has depended upon the development of railways or hard-made roads. There is an urgent need for vehicles which can operate freely over unmetalled paths or virgin land."

"The capability which these creeper track vehicles in general possess of covering soft ground is due to the fact that the load is distributed over the whole area of contact of the track with the ground, whereas with a wheeled vehicle the area of contact of the wheels with the ground is extremely small."

There were some drawbacks to

'As the great portion of the world's surface is not yet provided with roads, it appears that a vast future lies before the creeper track'

creeper tracks, Autocar noted: "One difficulty has been the absence of an efficient system of compensated springing to enable a perfect distribution of weight to be obtained in crossing rough or uneven ground. It is easy when passing over an undulation for half the weight of the machine to be borne on a very small area, the result being that the ground is flattened, or the machine is lifted bodily over the obstacle."

"One effect of this absence of compensation is that the tracks are frequently overloaded and have a very limited life in such cases."

A potential solution was at hand, though: "A system of springing which has been termed 'cable suspension' has been applied with every success."

"When the machine passes over an obstacle, the roller immediately above the obstacle rises against the tension of the cable and passes over the obstruction without appreciably affecting the level of the chassis. It is thus obviously impossible to exert undue pressure on any part of the track or ground."

Creeper tracks also reduced wear on roads. "Probably many motorists have had occasion to notice the road surface after the passage of one of the war tanks and, despite its 30-tonne weight, they will doubtless have observed that no damage has been done. This is due to the uniform distribution of the load," said Autocar.

"As the great portion of the world's surface is not yet provided with roads, it would appear that a vast future lies before the creeper track. Its use upon the roads of this country would possibly be the means of solving the vexed question of road maintenance by lessening wear."

Got an opinion? Email us at autocar@haymarket.com

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The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

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Solutions Personal Contract Plan³ representative example for the SEAT Leon 5dr SE 1.2 TSI 110PS based on a 10,000-mile agreement.

Duration:	36 months	Full deposit:	£4,791.66	Acceptance fee ² :	£125.00	Option to purchase fee ³ :	£60.00	Excess mileage charge (per mile) ⁴ :	4.4p
35 monthly payments of*:	£185.00	SEAT UK Deposit contribution ¹ :	£1,000.00	Total payable by customer:	£17,936.76	Total amount payable:	£18,936.76	Representative APR:	5.80%
Customer deposit:	£3,791.66	Retail cash price:	£17,235.00	Optional final payment:	£7,485.10	Amount of credit:	£12,443.34	Rate of interest:	5.17%

*At the end of the agreement there are three options: i) retain the vehicle: pay the optional final payment to own the vehicle; ii) return the vehicle; or iii) replace: part exchange the vehicle, subject to status.

*Available when purchased on Solutions Personal Contract Plan. ¹Deposit contribution is available when purchased on Solutions. Retail Sales only. ²Up to 3 years/10,000 miles per annum (whichever comes first) when purchased with Solutions. ³Payable with first payment. ⁴Payable with optional final payment. ⁵Subject to agreed annual mileage. Retail Sales only. Offer available for vehicles ordered by 30th April 2015⁵ and delivered by 30th June 2015 from participating Dealers. Further charges may be payable if vehicle is returned. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Available to 18s and over. Subject to availability. Terms and conditions apply. Finance subject to status. Accurate at time of publication. Freepost SEAT Finance.

Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.5 (8.7) – 72.4 (3.9); extra-urban 49.6 (5.7) – 91.1 (3.1); combined 42.8 (6.6) – 85.6 (3.3). CO₂ emissions 154 – 87 g/km.

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